

MICHIGAN STATE TRANSPORTATION COMMISSION
PUBLIC MEETING
AGENDA

DATE: Thursday, July 22, 2021

LOCATION: **Marriott Detroit Metro Airport, 30559 Flynn Drive, Romulus, MI 48174**

Virtual Meeting Info:

[Click here to join the meeting](#); Or call in (audio only) 1-248-509-0316, ID# 793649515

STATE TRANSPORTATION COMMISSION MEETING

TIME/ROOM: 10:00 a.m.

I. WELCOME

- Introduction of STC's newest commissioner, Richard Turner
- Director's Report

II. COMMISSION BUSINESS

- Minutes of January 21, 2021, Commission Meeting (**motion required**)
- Joint Minutes of January 21, 2021, STC/MAC Meeting (**motion required**)
- Statewide Local Bridge Advisory Board nominees – Denise Donohue, Executive Director, County Road Association of Michigan (**motion required**)
- STF 2011 Bond Series Refunding Resolution – Patrick McCarthy, Bureau of Finance and Administration Director (**motion required**)
- Office of Commission Audits Update – Jack Cotter

III. OVERSIGHT

- Exhibit A: Contract Agreements – Patrick McCarthy (**motion required**)
- Exhibit A-1: Bid Letting Pre-Approvals – Patrick McCarthy (**motion required**)
- Exhibit B: Construction Contracts – Jason Gutting (no motion required)
- Exhibit C: Six-month Financial Audit Follow-up Report – Jack Cotter (**motion required**)

IV. PRESENTATIONS

- Draft Michigan Mobility 2045 Plan – Bradley Sharlow, Urban Travel Analysis Unit Supervisor (**motion required**)
- 2022-2026 Five Year Transportation Program (5YTP) – Michael Case – Bureau of Transportation Planning (**motion required**)
- 2020 Michigan's Road and Bridges Annual Report – TAMC Chair, Joanna Johnson (no motion required)

V. INFORMATIONAL REPORTS

- Director's Agenda, July 8, 2021 – Patrick McCarthy (no motion required)
- State Administrative Board Agenda, July 13, 2021 – Patrick McCarthy (no motion required)

VI. PUBLIC COMMENTS

VII. ADJOURNMENT

VIII. NEXT MEETING

- The next full meeting is TBD.



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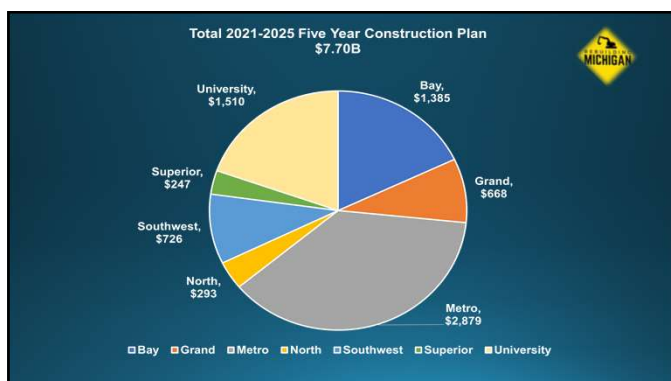
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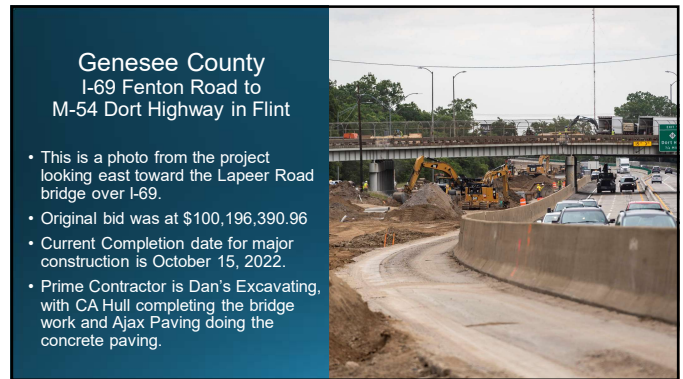
Region	Major Route (Report)	Location (Report)	Letting	Engineer Estimate	Low Bid	Savings*	Percentage
University	I-496	I-96 to Lansing Road	2/21/2020	\$52,232,908.33	\$47,817,642.22	\$4,415,266.11	-8.45%
SW/Uni.	I-69	I-69 Corridor	7/24/2020	\$214,129,045.00	\$210,180,169.69	\$3,948,875.31	-1.84%
Southwest	I-94 & US-31	Berrien County	6/19/2020	\$133,130,299.00	\$121,483,900.00	\$11,646,399.00	-8.75%
University	I-94	I-94 Near Jackson	10/30/2020	\$97,350,893.92	\$117,137,913.01	(\$19,787,019.09)	20.33%
Bay	I-69 E	Cox Doty Drain to M-19	1/8/2021	\$46,759,163.64	\$37,806,489.95	\$8,952,673.69	-19.15%
Grand	I-196 S	From 130th Avenue north to US-31	2/5/2021	\$35,209,172.87	\$31,520,522.97	\$3,688,649.90	-10.48%
Metro	M-59 W	Romeo Plank to I-94	2/5/2021	\$61,343,654.73	\$60,974,226.42	\$369,428.31	-0.60%
Bay	I-69	Fenton Road to M-54	3/5/2021	\$80,685,546.16	\$100,196,390.96	(\$19,510,844.80)	24.18%
Metro	I-275	Northline Road to 5 Mile Road	5/7/2021	\$279,325,744.56	\$256,892,162.12	\$22,433,582.44	8.03%
University	I-69	I-96 to Airport Road	6/30/2021	\$67,536,731.84	\$64,539,405.25	\$2,997,326.59	4.44%
				\$1,067,703,160.05	\$1,048,548,822.59	\$19,154,337.46	1.79%

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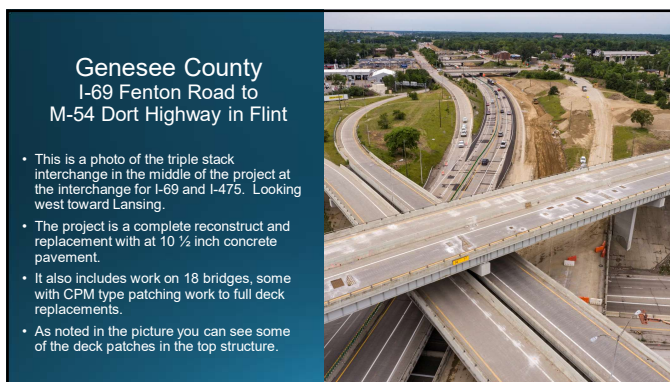
* Savings relates to all JNs within the contract, not just bond savings



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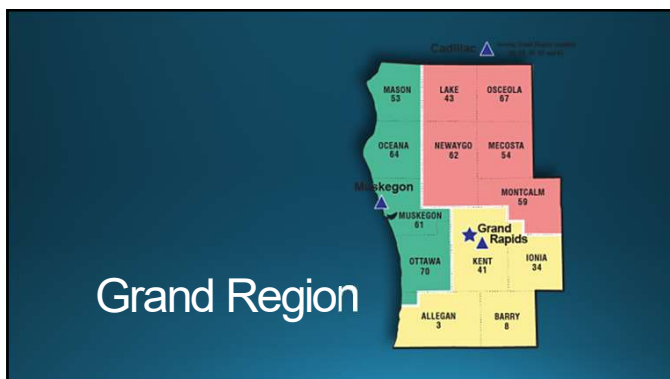
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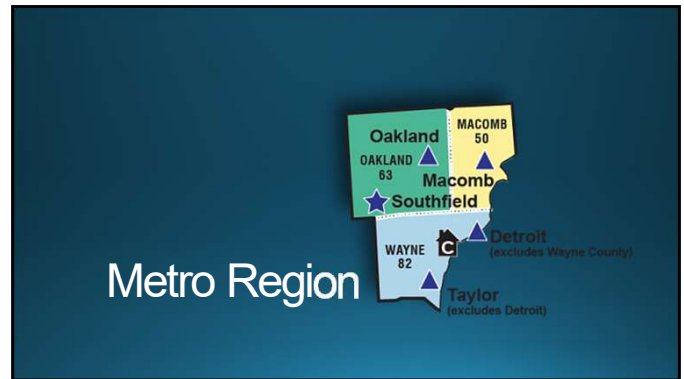


PROJECT PROFILES
I-196 Allegan County

Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.

- Rebuilding 12 miles of southbound I-196 from Holland to Saugatuck
- \$34 million investment - Supports 430 jobs
- March - November 2021
- Important route for commuter, commercial, and tourism traffic

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Metro Region

Map showing the Metro Region including Oakland 63, Macomb 50, Southfield, Wayne 82, and Detroit (excludes Wayne County). Taylor (excludes Detroit) is also shown.

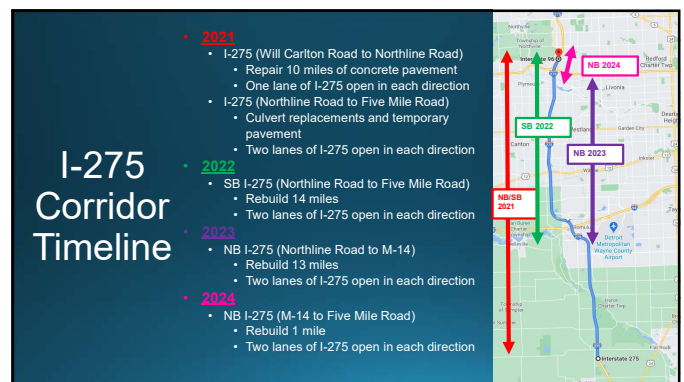
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Wayne & Monroe Counties I-275

- Cost: \$256.9 million
- Location: I-275 from Will Carleton Road to 6 Mile Road
- Dates: July 6, 2021 – Summer 2024
- Description: 23.23 miles of road reconstruction and concrete pavement repairs including guardrail replacement, signal upgrades, signing, pavement markings, and bridge rehabilitation on 65 structures.

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I-275 Corridor Timeline

- 2021**
 - I-275 (Will Carleton Road to Northline Road)
 - Repair 10 miles of concrete pavement
 - One lane of I-275 open in each direction
 - I-275 (Northline Road to Five Mile Road)
 - Culvert replacements and temporary pavement
 - Two lanes of I-275 open in each direction
- 2022**
 - SB I-275 (Northline Road to Five Mile Road)
 - Rebuild 14 miles
 - Two lanes of I-275 open in each direction
- 2023**
 - NB I-275 (Northline Road to M-14)
 - Rebuild 13 miles
 - Two lanes of I-275 open in each direction
- 2024**
 - NB I-275 (M-14 to Five Mile Road)
 - Rebuild 1 mile
 - Two lanes of I-275 open in each direction

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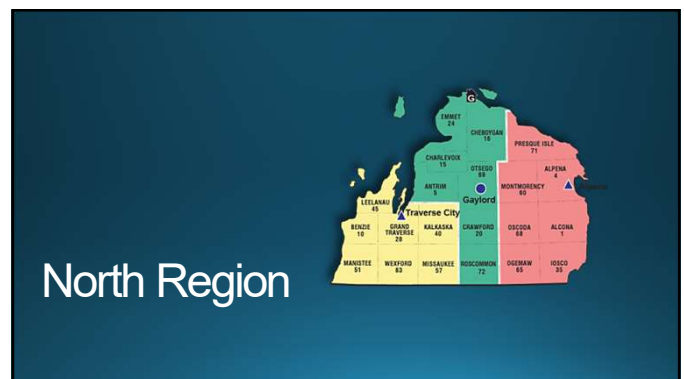


PROJECT PROFILES
I-275 Wayne County

Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.

- Repairing and rebuilding 24 miles between Will Carleton Road and 6 Mile Road, resurfacing four interchanges, rebuilding parts or all of six interchanges, and improving 65 bridges
- \$270 million investment - Supports 3,429 jobs
- July 2021 - November 2024
- Important route for commuter, commercial and airport traffic

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North Region

Map showing the North Region including Cheboygan 15, Presque Isle 71, Alpena 6, Montmorency 60, Oscoda 68, Alcona 6, Iosco 65, Ogemaw 66, Roscommon 72, Muskegon 62, Benzie 16, Leelanau 45, Traverse City, and Grand Traverse 28.

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Kalkaska County M-72

- \$13 million investment
 - Supports 165 jobs
- May-July 2021 construction (continued from 2020)
- Rebuilding nearly 17 miles of M-72 from US-131 to the Crawford county line.




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PROJECT PROFILES

M-72 Kalkaska County

Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.

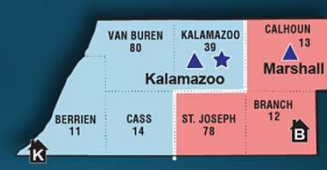


- Rebuilding nearly 17 miles of M-72 from US-131 to the Crawford county line
- \$13 million investment
 - Supports 165 jobs
- May - July 2021 construction (continued from 2020)
- Important route for commuter, commercial, and tourism traffic



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Southwest Region



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Berrien County US-31 / I-94 Interchange, US-31 Connection and I-94 Reconstruction

- Cost: \$121,483,900
- Estimated Completion Date: May 2023



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PROJECT PROFILES

I-94 Berrien County

Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.



- Rebuilding 3.5 miles of I-94 from Britain Avenue to east of I-196, including the new I-94 BL/US-31 interchange
- \$94 million investment
 - Supports 1,206 jobs
- April 2021 to May 2023
- Important route for commuter, commercial, and tourism traffic



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University Region



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Jackson County I-94

- Construction Cost: \$117 million
- 3.7 miles of pavement rebuilding and resurfacing on I-94 from Airport Road to east of Elm Road
- A Diverging Diamond Interchange (DDI) will be installed at I-94/US-127 (West Ave.)
- Three (3) roundabouts will be installed at the I-94/Elm Road interchange to improve safety and operations
- Installing Pedestrian tunnel under US-127

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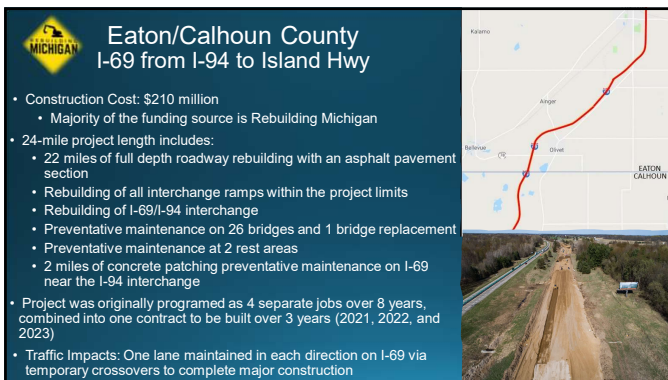
PROJECT PROFILES

I-94 Jackson County

Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.

- Rebuilding nearly 8 miles of I-94 in Blackman and Leoni Township
- \$120 million investment - 1,524 jobs supported
- March 2021 - June 2023
- Significant local, national, and international trade corridor

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Eaton/Calhoun County I-69 from I-94 to Island Hwy

- Construction Cost: \$210 million
 - Majority of the funding source is Rebuilding Michigan
- 24-mile project length includes:
 - 22 miles of full depth roadway rebuilding with an asphalt pavement section
 - Rebuilding of all interchange ramps within the project limits
 - Rebuilding of I-69/I-94 interchange
 - Preventative maintenance on 26 bridges and 1 bridge replacement
 - Preventative maintenance at 2 rest areas
 - 2 miles of concrete patching preventative maintenance on I-69 near the I-94 interchange
- Project was originally programed as 4 separate jobs over 8 years, combined into one contract to be built over 3 years (2021, 2022, and 2023)
- Traffic Impacts: One lane maintained in each direction on I-69 via temporary crossovers to complete major construction

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PROJECT PROFILES

I-69 Calhoun/Eaton Counties

Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.

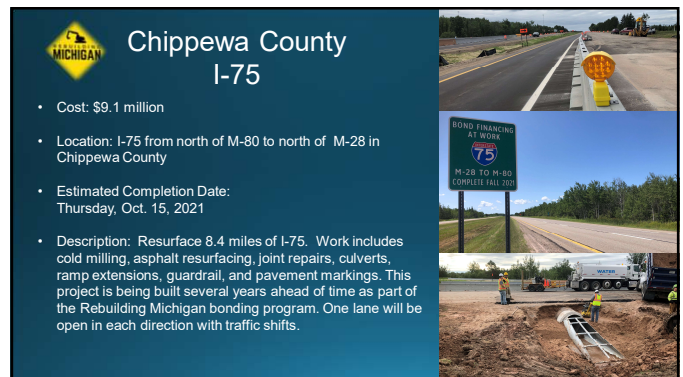
- Rebuilding 25 miles of I-69 between Marshall and Charlotte
- \$210 million investment - Supports 2,667 jobs
- September 2020 - November 2023
- Important route for commuter, commercial, and tourism traffic

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Superior Region

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Chippewa County I-75

- Cost: \$9.1 million
- Location: I-75 from north of M-80 to north of M-28 in Chippewa County
- Estimated Completion Date: Thursday, Oct. 15, 2021
- Description: Resurface 8.4 miles of I-75. Work includes cold milling, asphalt resurfacing, joint repairs, culverts, ramp extensions, guardrail, and pavement markings. This project is being built several years ahead of time as part of the Rebuilding Michigan bonding program. One lane will be open in each direction with traffic shifts.

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PROJECT PROFILES
I-75 Chippewa County

Gov. Gretchen Whitmer's Rebuilding Michigan program invests in state highways and bridges critical to the state's economy.

- Resurfacing 8.4 miles from M-80 to north of M-28
- \$9.1 million investment - Supports 116 jobs
- May - October 2021
- An important route for commuter, commercial and tourism traffic

MDOT
Michigan Department of Transportation

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FY22 Budget

- Governor's FY22 Budget
- Bridge bundling program:
 - \$300M to fix some of the most dangerous and closed bridges across the state

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METRO REGION FLOODING

JUNE 25TH - JUNE 28TH, 2021

Metro Region Flooding Event

Flooding Events
Event Duration
 ● under 1 hour
 ● 1-4 hours
 ● 4-8 hours
 ● 8-16 hours
 ● 16-24 hours
 ● over 24 hours

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IDENTIFIED CAUSES OF FLOODING

- DTE power outages
- Pump house without power
- System capacity – Outlet Capacity
- Debris
- Washouts

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Weather Summary

DTE Power Outage Map (Saturday, June 26, 2021)

According to the National Weather Service some spots in the region received 6.5 inches of rain in the 24-hour period between Friday evening and Saturday afternoon

That amount of rainfall would be categorized by the National Oceanic and Atmospheric Administration (NOAA) between 200-year and 500-year storm.

According to DTE over 88,000 customers lost power due to the storm

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Status of MDOT Pumpstations (SCADA snapshot)


Saturday, June 26, 11:01 AM SCADA Map

- DTE Supplies power to all MDOT pumpstations
- 28 MDOT pumpstations lost power due to the storm
- There were no Mechanical failure to any pumpstations.
- By 4 am Saturday morning, MDOT had 13 road closures due to flooding. By Saturday mid-morning MDOT had total of 33 closures.
- Portable generators (only 3) were taken to pumpstation sites without power.

Legend
 ● System Okay
 ● System Alert
 ● System Problem

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TRAFFIC CONTROL AND INCIDENT MANAGEMENT



Resources used


- MDOT
- County Forces
- FCP
- MSP

Resource challenges

- Available Equipment/trucks/Stuff
- Multiple critical areas in a short time span
- Access to areas needing additional resources
- Generators for sites without power
- Clearing debris in deep water
- Drainage Outlets/creeks/streams were at capacity
- Pumped water was coming back to the system
- Traffic Control device accessibility


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METRO REGION FLOODING



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INFRASTRUCTURE DAMAGE



I-94 REPAIR

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I-75, Segment 2 Major Project Tanker Fire July 12, 2021



Tank Truck carrying a combined 13,000 gallon load of gasoline and diesel fuel struck the median barrier wall on NB I-75 and exploded.

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I-75 Segment 2 Major Project Tanker Fire July 12, 2021

- Tanker Truck carrying a combined load of gasoline and diesel fuel struck the median barrier wall on NB I-75, south of Big Beaver Road
- Vehicle ignited upon impact and continued to burn after coming to a stop
- Fire reported at 1:15 p.m.
- Troy PD and Oakland County Hazmat responded to extinguish the fire and contain the firefighting runoff and fuel spill
- Fire out at 3:26 p.m.
- Trucking company contacted M.L. Chartier to begin the environmental cleanup
- M.L. Chartier and Hazmat left the scene at 11:13 p.m.

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I-75 Segment 2 Major Project Tanker Fire July 12, 2021

- Extent of Damage and work required:
- Pavement Removal and Replacement
- Barrier Removal and Replacement
- Ditch Cleanout
- Disposal of Contaminated Hazardous Material
- Excavation and Embankment
- Sewer video inspection, removal and replacement
- Temporary concrete barrier and Maintenance of Traffic
- Preliminary Estimate, \$1.5 million

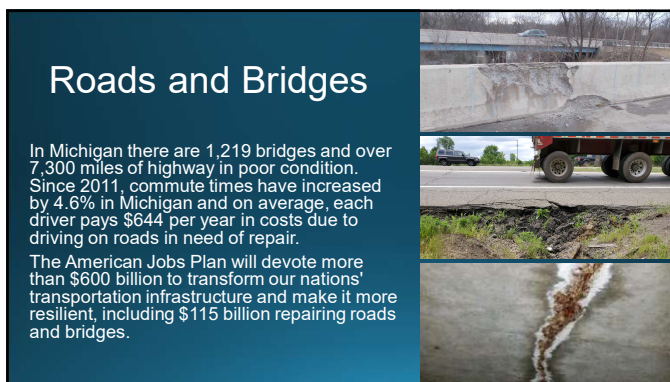
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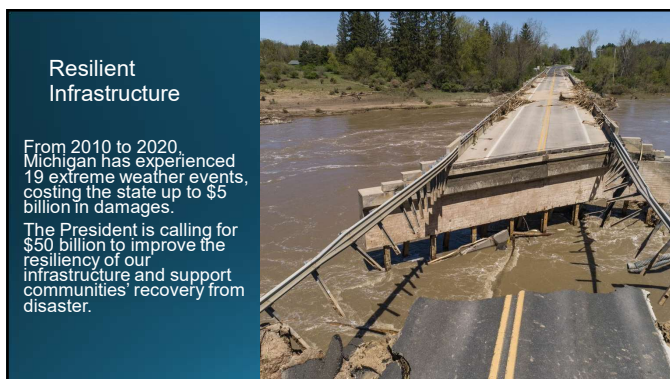
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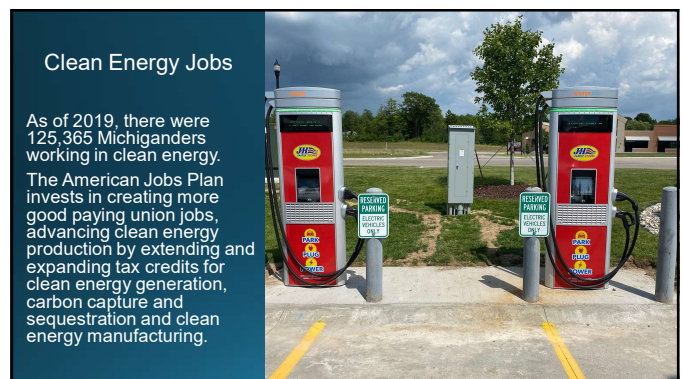
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MICHIGAN STATE TRANSPORTATION COMMISSION

PUBLIC MEETING

January 21, 2021

Aeronautics Building, Lansing, Michigan

MEETING MINUTES

Members Present: Todd A. Wyett, STC Chair
Michael D. Hayes, STC Vice Chair
Stephen F. Adamini, STC Commissioner
Gregory C. Johnson, STC Commissioner
Chris J. Yatooma, STC Commissioner
Helen Zeerip, STC Commissioner

Members Absent: None

Also Present: Director Ajegba, Michigan Department of Transportation
Tony Kratofil, COO, MDOT
Laura Mester, CAO, MDOT
David Brickey, Assistant Attorney General, Transportation Division
Jeff Cranson, Office of Communications, MDOT
Troy Hagon, Commission Advisor
Janie Gallimore, Executive Assistant, Governmental Affairs
Patrick McCarthy, Director, MDOT Bureau of Finance
Brad Wieferich, Director, MDOT Bureau of Development
Jason Gutting, MDOT Bureau of Field Services
Jack Cotter, Commission Auditor, Office of Commission Audits
ShuKeyna Thurman, Executive Assistant, Office of Commission Audits
About 10-20 people were in the audience.

I. WELCOME

Chair Wyett called the meeting to order at 10:00 a.m., following the adjournment of the joint STC/MAC meeting.

II. COMMISSION BUSINESS

- ***Minutes of November 12, 2020, Commission Meeting (motion required)***

Chair Wyett requested a motion regarding approval of the minutes for the last State Transportation Commission meeting. Commissioner Zeerip made a motion to approve and Vice Chair Hayes supported. Chair Wyett led a voice vote; all members present voted in favor; **motion to approve carried.**

- ***Transportation Asset Management Appointments (TAMC) – Troy Hagon, Commission Advisor (motion required)***

Mr. Hagon presented a nomination for Mr. Ryan Buck to replace Mr. Johnathon Start on the TAMC.

Chair Wyett requested a motion regarding approval of TAMC nominations. Commissioner Zeerip made a motion to approve and Commissioner Johnson supported. Chair Wyett led a voice vote; all members present voted in favor; **motion to approve carried.**

- ***Office of Commission Audits (OCA) Update – Jack Cotter***

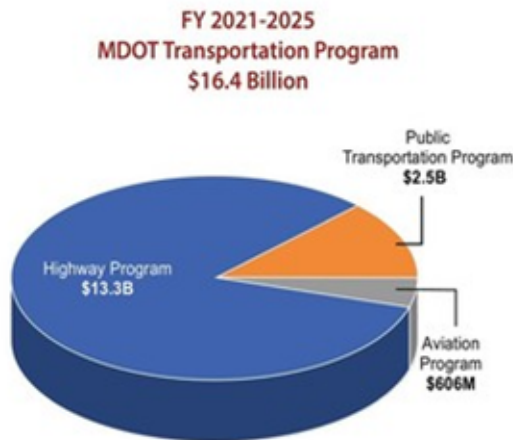
Mr. Cotter gave an update on the use of the Exhibit B. **No motion required.**

III. **PRESENTATIONS**

- ***Announcement of TAMC 2021-2023 Strategic Work Program – Joanna Johnson, TAMC Chair (no motion required)***

Ms. Johnson updated the STC on data collection and asset management plans regarding the TAMC 2021-2023 Strategic Work Program.

- ***FINAL Approval of Five-Year Transportation Program – Lina Chapman (motion required)***



The STC approved the Five-Year Transportation Program covering 2021 to 2025 at their Jan. 21 virtual meeting. Lina Chapman said the program includes \$13.3 billion for highways (\$9.7 billion to repair and rebuilding roads and bridges, \$2.8 billion for routine maintenance, and \$939 million for safety and system operations), \$2.5 billion for public transit and rail, and \$606 million for aviation. In Fiscal Year (FY) 2021, \$3.6 billion will be invested in the highway program, which includes \$1.4 billion in bond financing. A total of 46 projects are being financed with bonds through FY 2024.

Jean Ruestman covered the FY 2021 fund for bus and marine programs, with \$193.8 million for local bus operating, \$109.1 million for transit bus capital, and \$71 million for various other programs and services. On the FY 21 rail side, Nikki Johnson said there will be \$37.5 million for intercity passenger operations, \$26.2 million for other capital spending authority, \$24 million for the Kalamazoo-to-Dearborn rail corridor, and \$21.4 million for other programs. Alissa VanHoof covered the FY 2021 Aviation program, with \$81.5 million for primary airports and \$39.6 million for general aviation airports.

After a 30-day comment period from Jan. 25 to Feb. 25, the approved program will be submitted to the Legislature by March 1.

IV. **PUBLIC COMMENT**

- Mary Crowl, former MDOT employee, thanked the commission for giving her the time to speak. Ms. Crowl noted she was on the I-94 project from Harris Road to I-275, November 7, 2019. Ms. Crowl spoke about the unsafe conditions with projects that are being completed at night and the dangers civilians place the workers in when they do

not practice safety when driving in a work zone. Ms. Crowl would like for more safety measures to be taken for the workers.

- To view the meeting with closed caption, please click the link below:
[Michigan State Transportation Commission & Joint Meeting with Michigan Aeronautics Commission - YouTube](#)

V. **ADJOURNMENT**

With no further business being before the Commission, Chair Wyett declared the meeting adjourned at 10:45 a.m.

VIII. **NEXT MEETING**

The next full meeting is TBD.

Troy Hagon
Commission Advisor

JOINT PUBLIC MEETING
of the
MICHIGAN STATE TRANSPORTATION COMMISSION
and the
MICHIGAN AERONAUTICS COMMISSION

July 22, 2021
TEAMS Virtual Meeting
MEETING MINUTES

Members Present: Todd A. Wyett, STC Chair
Michael D. Hayes, STC Vice Chair
Greg C. Johnson, STC Commissioner
Stephen F. Adamini, STC Commissioner
Helen Zeerip, STC Commissioner
Rick Fiddler, MAC Chairman
Kelly Burris, MAC Commissioner
Russ Kavalhuna, MAC Commissioner
Roger Salo, MAC Commissioner
Kevin Jacobs, MAC Commissioner
Brig. Gen. Bryan Teff, MAC Commissioner
Laura Mester, MAC Commissioner
Denise Johnson, MAC Commissioner

Members Absent: Chris J. Yatooma, STC Commissioner
Dr. Brian Smith, MAC Commissioner
F/Lt. Brian Bahlau, MAC Commissioner

Also Present: Director Ajegba, Michigan Department of Transportation
Troy Hagon, Commission Advisor
Janie Gallimore, Executive Assistant, Governmental Affairs
Jack Cotter, Commission Auditor, Office of Commission Audits
ShuKeyna Thurman, Executive Assistant, Office of Commission Audits
Alicia Morrison, Executive Assistant, Office of Aeronautics
About 10-20 people were in virtual audience.

I. WELCOME

Chair Wyett called the meeting to order at 9:00 a.m.

Introduction of each commissioner in attendance for the State Transportation Commission (STC) and the Michigan Aeronautics Commission (MAC).

II. COMMISSION BUSINESS

- ***Minutes of January 30, 2020, Joint STC/MAC Commission Meeting (motion required)***

Chair Wyett requested a motion regarding approval of the minutes for the last Joint STC MAC meeting. Vice Chair Hayes made a motion to approve, and Commissioner Salo

supported. Chair Wyett led a voice vote; all members present voted in favor; **motion to approve carried.**

III. PRESENTATIONS

- ***Michigan Department of Transportation Director's Report, Director Paul Ajegba***



At the joint State Transportation Commission (STC) and Michigan Aeronautics Commission (MAC) joint virtual meeting on Jan. 21, Director Paul C. Ajegba presented his report reflecting the past year, successes, and bonding. Ajegba said when the COVID-19 pandemic started last March, statewide traffic volumes were down as low as 65 percent and gradually recovered to some extent when businesses were reopened, but never reached normal levels. With lower traffic volumes, the director covered several projects that were able to be completed or significant work accomplished, including rebuilding 5 miles of I-75 in Monroe County, rebuilding and adding a lane to I-75 segment two in Oakland County, rebuilding the I-196 interchange in Kent County, and the Second Avenue Bridge over I-94 in Detroit. Unfortunately, with higher speeds, the director noted more people are speeding and fatal crashes are up with over 1,000 last year, including five road construction workers.

Director Ajegba also highlighted the success of the Rebuilding Michigan bonding program, with four projects either started or completed in 2020. He praised these projects and others that came within budget and had savings from 2 percent to 9 percent from the original engineer's estimate to the final contract's bid. Ajegba commented that some legislators were concerned about inflated prices with more bonding money going to roads, but the bids have not reflected this overall. Wrapping up his presentation, the director covered the Midland flood damage and MDOT's fast response to getting roads and bridges repaired.

- ***Office of Aeronautics Report – Mike Trout, Director***

In a report to the joint STC/MAC virtual meeting held on Jan. 21, Aeronautics Commission Director Mike Trout said that the recent second stimulus package called the Airport Coronavirus Response Grant Program (ACRGP) includes \$2 billion in funding to eligible U.S. airports. The added funding could benefit Michigan airports since state aviation fuel revenue decreased by about \$2 million to \$2.5 million. Additional revenue to support large airports, like Detroit Metro, declined by approximately \$4 million according to Trout. He also said that declining revenue, hiring freezes, and budgetary reduction could potentially impact MDOT's support for the Airport Improvement Program and the Air Service Program (ASP), but that increased aviation activity may strengthen revenue projections into late FY 2021. The ASP will see a reduction of \$200,000 from FY 2020 to FY 2021.

IV. **OVERSIGHT**
No Oversight

V. **COMMENT**
No Comments

VI. **ADJOURNMENT**
With no further business being before the Commission, Chair Wyett declared the meeting adjourned at 9:40 a.m.

VII. **NEXT JOINT MEETING**
The next virtual meeting is TBD.

Troy Hagon
Commission Advisor

From: Denise Donohue <ddonohue@micountyroads.org>

Sent: Tuesday, April 13, 2021 12:41 PM

To: Cooper, Keith (MDOT) <COOPERK@michigan.gov>

Cc: Chynoweth, Matthew (MDOT) <ChynowethM@michigan.gov>; Kratofil, Tony (MDOT) <KratofilT@michigan.gov>

Subject: **County Road Agency Nominees to the Statewide Local Bridge Advisory Board** - due today!

CAUTION: This is an External email. Please send suspicious emails to abuse@michigan.gov

Good Morning, Keith –

The County Road Association (CRA) Executive Committee met this morning to complete our nominations for “outside” organizations where we have representation. This includes the Statewide Local Bridge Advisory Board (LBAB). CRA has three seats on this board, for which the law indicates the seats expire every two years and that our recommendations must be approved by the Michigan State Transportation Commission. In trying to communicate to our folks how long their terms would be, I looked up when the next meeting of the MSTC would occur. Turns out today is the deadline for agenda items for the MSTC’s April 22 meeting! So, I am immediately forwarding the names of CRA’s three appointees to the LBAB for terms to run from April 2021-March 2023, for confirmation by the MSTC.

Please acknowledge receipt of this email. (I’m copying Matt and Tony also to ensure it gets on the agenda; not sure who may be on vacation, etc.) Long-time LBAB member Mark Craft, PE (Gratiot) indicated he wished to step down. I’ve also turned this into a letter (attached) that is more suitable for the MSTC board package. Thank you and please let me know if you have any questions! - Denise

- Wayne Harrall, PE (*Kent, incumbent*)
- Kelly Jones, PE (*Ingham*)
- Douglas Mills, PE (*Baraga, incumbent*)

Denise Donohue

Executive Director

County Road Association of Michigan

517.482.1189

517.896-7077 - cell

micountyroads.org

We’ve moved!

101 S. Washington Square, Ste. 200

Lansing, MI 48933

Recommended Parking:

South Grand Ramp



201 S. Grand Ave., Lansing, MI 48933



On-Street Meters (if available): \$1.50/hour (no cash, no cards)

To pay, download the Parking Passport app at the App Store or Google Play. It will take a minute to download. Type in your license plate number and payment method. When you park, signs are everywhere indicating in which “zone” you are parked.

2021 TRUNK LINE REFUNDING

RESOLUTION OF STATE TRANSPORTATION COMMISSION
AUTHORIZING THE ISSUANCE AND SALE OF STATE OF MICHIGAN
STATE TRUNK LINE FUND REFUNDING BONDS 2021 SERIES

ADOPTED: July 22, 2021

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RESOLUTION OF STATE TRANSPORTATION COMMISSION
AUTHORIZING THE ISSUANCE AND SALE OF STATE OF MICHIGAN
STATE TRUNK LINE FUND REFUNDING BONDS

ARTICLE I

PREMISES

1. Under Mich Const 1963, art 9, §9, not less than 90 percent of the specific taxes (except general sales and use taxes and regulatory fees) imposed directly or indirectly on fuels sold or used to propel motor vehicles upon highways and on registered motor vehicles, after payment of necessary collection expenses, are to be used exclusively for the transportation purposes of planning, administering, constructing, reconstructing, financing and maintaining state, county, city and village roads, streets and bridges designed primarily for the use of motor vehicles using tires and reasonable appurtenances to those state, county, city and village roads, streets and bridges.

2. Under 1951 PA 51, as amended (“Act 51”), all of the above-referenced taxes are required to be deposited into the Michigan Department of Treasury (the “State Treasury”) to the credit of the Michigan Transportation Fund, except that, beginning in fiscal year 2016-2017 and annually until released to the Michigan Transportation Fund by the Legislature pursuant to Section 1j of Act 51, the first \$100,000,000 received and collected pursuant to Section 8(1) of the Motor Fuel Tax Act, 2000 PA 403, shall be annually deposited into the Roads Innovation Fund.

3. Under Section 10 of Act 51, a portion of the above-referenced taxes deposited in the Michigan Transportation Fund are required to be allocated and transferred each year to the State Trunk Line Fund in the State Treasury and used for the purposes described in Section 11 of Act 51.

4. Section 18b of Act 51 authorizes the State Transportation Commission (the “Commission”) to borrow money and issue bonds and notes for the purposes described in Mich

Const 1963, art 9, §9; for the purposes of refunding bonds and notes previously issued for such purposes payable from and secured by money which is restricted as to use by Mich Const 1963, art 9, §9, as amended, and which is deposited or to be deposited in the State Trunk Line Fund; or for a combination of such purposes; and to pay costs relating to the issuance of the bonds.

5. Section 18b of Act 51 further provides that bonds or notes issued pursuant to Section 18b may be issued as separate issues or series with different dates of issuance, but the aggregate principal amount of the bonds is subject to the limitations provided in Section 18b.

6. Any series of the bonds authorized hereby (the “Bonds”) may be sold at public or negotiated sale, and issued with interest on such series excluded from gross income of the holders thereof for federal income tax purpose (“Federally Tax-Exempt”) or not so excluded (“Federally Taxable”), as shall be determined by the Director of the Michigan Department of Transportation (the “Director,” as further defined in Section 20 of this Resolution).

7. Section 18b(11)(d) of Act 51 provides that the Commission may authorize or provide for a person designated by the Commission to do one or more of the following within the limitations of the Commission’s authorizing resolution:

- (i) Sell and deliver and receive payment for bonds or notes;
- (ii) Refund bonds or notes by the delivery of new bonds or notes, whether or not the bonds or notes to be refunded have matured or are subject to redemption prior to maturity on the date of delivery of the refunding bonds or notes;
- (iii) Deliver bonds or notes partly to refund bonds and partly for any other authorized purposes;
- (iv) Buy, hold without cancellation, or sell bonds or notes so issued; and

(v) Approve interest rates or methods for fixing interest rates, prices, discounts, maturities, principal amounts, denominations, dates of issuance, interest payment dates, optional or mandatory redemption or tender rights and obligations to be exercised by the state transportation commission or the holder, the place of delivery and payment, and other matters and procedures necessary to complete the transactions authorized.

8. Section 18b(11)(e) of Act 51 provides that in connection with the proposed issuance of bonds the Commission may authorize by resolution the execution and delivery of agreements providing for interest rate exchanges or swaps, hedges, or similar agreements, under which the payment obligations of the State, including termination payments may be made payable from and secured by a pledge of the same sources of funds as the bonds or from any other sources of funds available as a payment source of bonds and the payment obligation under the bonds and such agreement (without regard to termination payments) shall be aggregated and treated as a single obligation.

9. Section 18b(11)(a) of Act 51 provides the Commission may authorize and enter into insurance contracts, agreements for lines of credit, letters of credit, commitments to purchase obligations, remarketing agreements, reimbursement agreements, and any other transactions to provide security to assure timely payment of bond or notes.

10. The total amount of bonds and notes payable from funds deposited or to be deposited in the State Trunk Line Fund that may be issued under Section 18b of Act 51 for transportation purposes described in the second paragraph of Mich Const 1963, art 9, §9 shall not exceed an amount as will be serviced as to the maximum annual principal and interest requirements (including the annual contractual payments of the Commission pledged for the payment of debt service on bonds issued pursuant to Section 18d of Act 51, but excluding the principal and interest

requirements on bonds refunded or for the refunding of which refunding bonds have been sold), by an amount equal to 50% of the total amount of money received from taxes, the use of which money is restricted by Mich Const 1963, art 9, §9, and which money is deposited in the State Treasury to the credit of the State Trunk Line Fund during the State fiscal year immediately preceding the issuance of the bonds or notes.

11. The Director has advised the Commission that it is appropriate, and in the best interests of the State of Michigan (the “State”), subject to favorable market conditions, to refund and pay the principal or principal and interest, and premium, if any, on all or any portion of the previously issued and outstanding State of Michigan bonds and notes issued for purposes described in the second paragraph of the Mich Const 1963, art 9, §9 (herein the “Prior Bonds”) and to fund all or part of the costs of such refunding from the proceeds of the Bonds authorized hereby.

ARTICLE II

RESOLUTIONS OF THE COMMISSION

The Commission resolves:

- Section 1. Findings and Determinations. The Commission finds and determines that:
- a. It is necessary, expedient and desirable to refund all or a portion of the Prior Bonds, which were previously issued for State Trunk Line Fund purposes, and to pay all or a part of the costs thereof from the proceeds of the Bonds.
 - b. To accomplish the purposes set forth above and to pay costs of issuance of the Bonds, it is necessary to borrow the sum of not to exceed the amount specified on Appendix C and to issue Bonds in an amount not to exceed the same aggregate original principal amount in accordance with Section 18b of Act 51.

Section 2. Authorization of Bonds. The Bonds shall be issued in accordance with the authorization set forth in Section 18b of Act 51 and pursuant to this Resolution, for the purposes of paying all or part of the costs of refunding the Bonds To Be Refunded, if any, and costs related to the issuance of the Bonds and the refunding, paying capitalized interest on the Bonds through a date not later than three (3) years after their date of issuance or such earlier date as determined by the Director. The Bonds may be issued in one or more series, designated “State of Michigan State Trunk Line Fund Refunding Bonds, Series 2021” with appropriate completions and alternative or additional series designations, if deemed necessary by the Director. The Bonds may be issued as Federally Tax-Exempt or Federally Taxable, as determined by the Director. The Bonds, and the principal of and interest and premiums, if any, thereon, are not general obligations of the State, but are payable solely from and secured by the funds and sources of funds specified herein pursuant to Act 51.

Section 3. Bonds To Be Refunded. The Director and the Chairperson (the “Chairperson” as further defined in Section 20 of this Resolution), acting jointly (collectively, the “Designated Person”) shall determine which outstanding Prior Bonds shall be refunded (the “Bonds To Be Refunded”) based on which of those Prior Bonds are necessary or appropriate for refunding to achieve debt service savings or a more favorable debt structure. The Director shall give instructions to the transfer agent(s) for the Bonds To Be Refunded to pay such bonds at maturity or upon prior redemption. If an Escrow Deposit Agreement (as defined below) has been executed and delivered pursuant to Section 13 of this Resolution, the Director’s instructions to the transfer agent(s) for the Bonds To Be Refunded shall be in accordance with the Escrow Deposit Agreement. If a Forward Delivery Agreement (as defined below) has been executed and delivered

pursuant to Section 13 of this Resolution, the Director's instructions to the transfer agent(s) for the Bonds To Be Refunded shall be in accordance with the Forward Delivery Agreement.

The Director is directed to provide, pursuant to Section 18k of Act 51, a letter on behalf of the Commission to the appropriations committees of the State Senate and House of Representatives, setting forth the purposes or projects for which the Bonds described herein are to be issued.

Section 4. Terms of Bonds and Insurance. The Bonds may consist of interest bearing bonds (the "Current Interest Bonds") or bonds which do not bear interest, but appreciate in principal amount over time (the "Capital Appreciation Bonds"), or a combination thereof. The Bonds may also consist of serial Bonds, and term Bonds with mandatory redemption requirements, or a combination thereof. For each series of Bonds, the Designated Person shall determine the principal amounts, original principal amounts per \$5,000 Maturity Amounts (as defined below), Maturity Amounts, maturity dates, character as Current Interest Bonds or Capital Appreciation Bonds, and character as serial Bonds or term Bonds, interest rates, interest payment dates, prices, record date or dates to be used in determining the bondholder entitled to receive interest ("Record Dates"), capital appreciation schedules with approximate rates, and optional and mandatory redemption schedules and requirements, all subject to the limitations contained in Appendix C to this Resolution, provided the certification contained in Section 12 is not thereby made incorrect. The designation of principal amounts payable as serial maturities or mandatory redemption requirements on term bonds may be determined as part of the sale process. The Designated Person is hereby authorized and directed on behalf of the Commission to negotiate with possible bond insurers with respect to the acquisition of one or more separate Policies (as defined below) of insurance guaranteeing the payment when due of principal, including mandatory redemption

requirements and interest on all or a portion of the Bonds generally consistent (except with respect to the amount of premium and other provisions specific to the issue of the Bonds) with the terms of prior commitments or standard terms provided by such possible bond insurers and on file with the Commission on the date hereof. The Designated Person shall designate which maturities of the Bonds, if any, shall be insured based on a determination that the cost of insurance is less than the debt service estimated to be saved on insured Bonds. “Bond Insurer” means, as the context requires, the specific issuer of the Policy which insures payment of all or any portion of the principal and interest on the Bonds when due, selected as provided in this Section 4 and any successor insurer. “Policy” means, as the context requires, the policy of bond insurance issued by a Bond Insurer which insures payment of all or any portion of the principal of and interest on the Bonds when due. The Director is authorized to execute and deliver an agreement (the “Insurance Agreement”) with the Bond Insurer providing for the terms and conditions of the Bond Insurance, including without limitation, provisions for payment, notices and reporting requirements. The Insurance Agreement shall be in form and substance acceptable to the Director in consultation with the Michigan Department of Attorney General and shall not require changes in the transaction as presented to the Commission which substantially alter the transaction or which are materially adverse to the State. Except as otherwise provided in the Insurance Agreement, requirements set forth in this Resolution or the Insurance Agreement with respect to consents or approvals of a Bond Insurer or notices to a Bond Insurer shall not be effective during such time as (i) there are no outstanding Bonds insured by the related Policy; (ii) the Bond Insurer fails to make payments at the times and in the manner provided for in the related Policy; (iii) the related Policy is for any reason unavailable for the benefit of the Bonds insured by such Policy; or (iv) there is an act of bankruptcy by the Bond Insurer. In the event the Designated Person determines not to obtain a

Policy for any of the Bonds, the provisions of this Resolution relating to bond insurance, including specifically references to the Policy and the Bond Insurer, shall be null and void, provided however in any event the Bonds may be prequalified by the State for bond insurance to be obtained by and at the cost of the purchasers of the Bonds.

Each series of the Bonds shall bear as their original issue date, the date the series of the Bonds is initially delivered, or such other date not more than sixty (60) days prior to the anticipated delivery date of the series of Bonds, as the Designated Person shall determine.

The Current Interest Bonds shall bear interest from their original issue date, or such later date to which interest has been paid, payable on the dates and at the rates determined as provided in this Section 4, computed on the basis of a 360 day year with twelve 30 day months.

The Capital Appreciation Bonds shall not bear interest, but shall appreciate in principal amount over time from their original issue date in accordance with the Capital Appreciation Schedule approved by the Designated Person and filed with the records of the Commission and the State Treasurer (as defined in Section 20 of this Resolution), which schedule shall be based on the approximate rates set forth therein, compounded semiannually and which shall state the semiannual compounding dates (the "Semiannual Dates").

As used in this Resolution, the term "Appreciated Amount" means with respect to any Capital Appreciation Bond of any maturity, on each Semiannual Date as set forth in the capital appreciation schedule of each year (until scheduled maturity or redemption) the corresponding principal amount for each \$5,000 principal amount of such Bond if held to maturity (as shown on the face of the Bond). The Appreciated Amount with respect to any date other than a Semiannual Date is the Appreciated Amount on the immediately preceding Semiannual Date plus an amount equal to the fraction of the difference between the Appreciated Amount on the immediately

preceding Semiannual Date and the next succeeding Semiannual Date that equals the ratio of (a) the number of days from such immediately preceding Semiannual Date to the date of calculation, to (b) 180, computed on the basis of a 360 day year with twelve 30 day months. As used in this Resolution, the term “Maturity Amount” means with respect to any Capital Appreciation Bond of any maturity the Appreciated Amount of such Bond on its date of maturity.

Section 5. Redemption of Bonds. The specific provisions with respect to optional and mandatory redemptions of each series of the Bonds shall be determined as provided in Section 4 above. Procedures described below for redemption of Bonds apply only to those Bonds that are made subject to redemption as specified in Section 4, and nothing in this Section 5 shall be construed to require optional or mandatory redemption for all or any part of any series of Bonds. Bonds shall be selected for redemption between series and maturities, and between Current Interest Bonds and Capital Appreciation Bonds as the Director shall direct and within any one maturity of the same series and nature as to payment of interest, by the Transfer Agent (as defined in Section 7) by lot. Within allowable call periods, Bonds may be selected for redemption in whole or in part on any date.

The principal amount of term Bonds required to be redeemed on any date shall be reduced, in the order determined by the Director, by the principal amount of any term Bond of like series, maturity and nature as to payment of interest which has been previously redeemed (otherwise than as a result of a previous mandatory redemption requirement) or purchased or acquired by the State and delivered to the Transfer Agent for cancellation; provided that each such term Bond had not theretofore been applied as a credit against any mandatory redemption obligation. The Director shall give written notice to the Transfer Agent at least forty-five (45) days prior to any mandatory

redemption date of the State's exercise of its option to reduce the amount of the mandatory redemption requirement on such date and the amount of such reduction.

Notice of redemption of any Bond will be given by the Transfer Agent upon direction of the Director at least thirty (30) days prior to the date fixed for redemption by mail to the registered holder or holders at the registered address, as of the date of mailing, of the Bonds to be redeemed. Failure of a holder to receive any such notice shall not affect the validity of the proceedings for redemption. Bonds so called for redemption will not bear interest, and principal will no longer appreciate from and after the date fixed for redemption provided funds are on hand with the Transfer Agent to redeem those Bonds. Current Interest Bonds shall be called for redemption in integral multiples of \$5,000, and such Bonds of denominations of more than \$5,000 shall be treated as representing the number of Bonds obtained by dividing the denomination of the Bond by \$5,000, and those Bonds may be selected for redemption in part. Capital Appreciation Bonds shall be called for redemption in Appreciated Amounts appreciating to Maturity Amounts of \$5,000 or integral multiples thereof and those bonds with Maturity Amounts greater than \$5,000 shall be treated as representing the number of Bonds obtained by dividing the Maturity Amount by \$5,000 and may be selected for redemption in part. The notice of redemption of any Bond in a denomination, or Maturity Amount, of more than \$5,000, selected for redemption in part shall state that the holder of the Bond, upon surrender of the Bond for redemption, shall receive, without cost, a new Bond of like tenor, series, interest or appreciation rate and nature as to payment of interest and maturity, in the amount of the unredeemed portion of the Bond being surrendered.

In the case of an optional redemption, the notice may state (i) that it is conditioned upon the deposit of moneys, in an amount equal to the amount necessary to effect the redemption with the Transfer Agent no later than the redemption date, or (ii) that the Director retains the right to

rescind such notice at any time on or before the immediately preceding business day prior to the redemption date, and such notice and optional redemption shall be of no effect if such moneys are not so deposited or if the notice is rescinded and such Bonds shall remain outstanding hereunder.

The Transfer Agent at the same time as it gives notice of redemption to the registered holders of any Bonds shall give notice of such redemption to the Bond Insurer if the Bonds to be redeemed are insured by the Bond Insurer.

Notwithstanding anything to the contrary in this section, but subject to the limitations set forth in Appendix C, the Designated Person, as part of the sale process for any Bonds that are Federally Taxable, may determine the manner of selection of those Bonds to be redeemed in the case that less than all of the Bonds of a maturity are redeemed, including providing for the pro rata redemption of such Bonds.

Section 6. Denominations, Registration and Execution of the Bonds. The Bonds shall be issued substantially in the forms set forth in Appendices A and B, with such changes, including clarifying additions or modifications in the designations of the Bonds, as the Director shall approve. The Current Interest Bonds shall be issued in fully registered form in the denominations of \$5,000 or integral multiples thereof, not exceeding the amount of the Current Interest Bonds of that series maturing on the date that the Bond matures. The Capital Appreciation Bonds shall be issued as fully registered Bonds in original principal amounts which appreciate to Maturity Amounts of Five Thousand Dollars (\$5,000) or any integral multiple of \$5,000 not exceeding the aggregate Maturity Amount of all Capital Appreciation Bonds of that series maturing on the date the Bond matures. Capital Appreciation Bonds shall be issued with the original principal amount per \$5,000 Maturity Amount determined as provided in Section 4.

Principal, premium, if any, and interest on the Bonds shall be payable by the Transfer Agent to the registered holders of the Bonds. Interest on the Current Interest Bonds shall be payable by check or bank draft mailed by the Transfer Agent to the registered holders at the registered addresses, as shown on the registration books for the Bonds maintained by the Transfer Agent; provided, however, the registered holder of Bonds of \$1,000,000 or more in principal amount shall have the option of being paid by wire transfer to a wire transfer address designated in writing to the Transfer Agent not less than ten (10) business days prior to a payment date which designation shall remain effective until rescinded. Interest shall be payable when due to the person or entity who is, as of the applicable Record Date (determined as provided in Section 4), the registered holder of record. Principal of, and premium, if any, on, the Bonds shall be payable when due by maturity or redemption, upon surrender of the Bond at the designated office of the Transfer Agent. Notwithstanding the foregoing, so long as all Bonds of any series are held by a nominee of The Depository Trust Company (“DTC”), the State Treasurer, the Transfer Agent, and DTC may agree upon alternate methods of paying such Bonds.

Payments on the Bonds by the Bond Insurer shall be made in accordance with the Insurance Agreement and the Policy. To the extent the Bond Insurer makes payment of principal of or interest on the Bonds, it shall become the owner of such Bonds, shall have the right to receive payment of principal of and/or interest on such Bonds and shall be fully subrogated to all of the rights of the registered holder of such Bonds thereunder and hereunder including the right to receive payment thereof. Evidence of such subrogation shall be made in accordance with the Insurance Agreement.

Section 7. The Transfer Agent. So long as all of the Bonds of any series are registered in the name of Cede & Co., as nominee of DTC, the State Treasurer (or a qualified bank or trust

company appointed by the State Treasurer) shall be the Transfer Agent under this Resolution for such series. Upon notification to the State Treasurer from DTC or the Director that the book-entry system for the Bonds referenced below is being discontinued, the State Treasurer shall appoint a qualified bank or trust company as successor Transfer Agent. The Transfer Agent shall also act as registrar and paying agent for the Bonds.

The Transfer Agent shall keep at its principal office sufficient books for the registration and transfer of the Bonds, which shall at all times be open to inspection at reasonable times by the State Treasurer, the Auditor General of the State, the Attorney General and the Department of Transportation (the “Department”) or their representatives. Upon presentation of Bonds for such purposes, the Transfer Agent shall, under such reasonable regulations as it may prescribe, exchange or transfer, on those books, Bonds as provided below.

Any Transfer Agent, other than the State Treasurer, may resign by giving not less than ninety (90) days prior written notice to the State Treasurer, and the State Treasurer may remove the Transfer Agent by giving not less than ninety (90) days prior written notice to the Transfer Agent, but no such resignation shall be effective until the appointment of a successor Transfer Agent, as described herein. The State Treasurer shall designate a successor Transfer Agent and shall mail notice of the appointment of the successor Transfer Agent to each registered holder of the Bonds not less than sixty (60) days prior to the date for which the appointment is effective. Upon the appointment of a successor Transfer Agent, the predecessor Transfer Agent shall transfer all moneys and funds, the registration books, and all other documents and instruments relating to the Bonds held by it as Transfer Agent to the successor Transfer Agent.

In addition to the other requirements of this Section, the substitution or removal of the Transfer Agent as provided in this Section may be conditioned upon the additional consent of the Bond Insurer, if any.

Section 8. Execution and Authentication of Bonds. The Bonds shall be signed in the name of the State of Michigan by the manual or facsimile signatures of the Chairperson and the Director, and not any designee of either person. No Bond shall be valid until authenticated by an authorized officer of the Transfer Agent. The Bonds, when executed and authenticated, shall be delivered by the Transfer Agent as directed by the State Treasurer to the registered holders of the Bonds upon payment of the purchase price therefor by the purchasers or Underwriters (as defined below). Blank bonds for registration of transfer, executed with the manual or facsimile signatures of the Chairperson and the Director may, concurrently with the delivery of the Bonds, and thereafter as necessary, shall be delivered to the Transfer Agent for safekeeping.

In case any officer whose manual or facsimile signature shall appear on any Bonds shall cease to be such officer before the delivery of such Bonds, either as part of the initial delivery of the Bonds or in connection with a transfer or exchange, such signature shall nevertheless be valid for all purposes, as if such officer had remained in office until such delivery. The Transfer Agent's certificate of authentication of any Bond shall be deemed to have been executed by it if signed by a person or persons authorized as signatory of the Transfer Agent, but it shall not be necessary the same person sign the certificate of authentication on all of the Bonds.

Section 9. Transfer or Exchange of Bonds. Any Bond may be exchanged for Bonds of other authorized denominations or transferred upon the books maintained by the Transfer Agent upon application by the registered holder, in person or by his or her duly authorized attorney, upon surrender of the Bond for cancellation, accompanied by delivery of a duly executed written

instrument of transfer in a form approved by the Transfer Agent. Whenever any Bond shall be surrendered for transfer or exchange, the Transfer Agent shall authenticate and deliver a new Bond or Bonds, in like aggregate principal amount or Maturity Amount, and of like tenor, series, interest or principal appreciation rate and maturity. The Transfer Agent shall, prior to transfer or exchange, require the payment by the holder requesting the transfer or exchange of any tax or other governmental charge required to be paid with respect to the transfer or exchange. The Director shall give at least ten (10) days (or such lesser number of days or none as shall be acceptable to the Transfer Agent) prior notice to the Transfer Agent of the mailing of any notice of redemption of any Bonds. The Transfer Agent shall not be required to (i) register the transfer of or exchange any Bond during a period beginning at the opening of business five days before the day of the mailing of a notice of redemption of Bonds selected for redemption and ending at the close of business on the day of mailing, or (ii) register the transfer of or exchange any Bond so selected for redemption in whole or in part within thirty (30) days of the redemption date, except the unredeemed portion of Bonds being redeemed in part.

The initial ownership of the Bonds shall be registered in the name of Cede & Co., as nominee of DTC. In the event DTC discontinues the book-entry-only system, or the Director determines the continuation of the system of book-entry-only transfers through DTC (or a successor securities depository) is not in the best interests of the beneficial owners of the Bonds or of the State, the Director shall notify the Transfer Agent, whereupon the Transfer Agent shall notify DTC of the Director's determination and shall direct DTC to make bond certificates available to the beneficial owners through DTC. In such event, the State shall provide and the Transfer Agent shall transfer and exchange Bonds as requested by DTC of like tenor, principal amount, series, maturity, interest or principal appreciation rate and nature as to payment of interest,

in authorized denominations or Maturity Amounts to the identifiable beneficial owners in replacement of the beneficial interests of such beneficial owners in the Bonds.

Section 10. Replacement of Lost, Stolen, Destroyed or Mutilated Bonds. If any Bond shall become mutilated, the Designated Person, at the expense of the holder of the Bond, shall execute, in the manner specified in Section 8 hereof, and the Transfer Agent shall authenticate and deliver, a new Bond of like tenor in substitution for the mutilated Bond. In accordance with 1972 PA 354 (“Act 354”), if any Bond shall be lost, destroyed or stolen, evidence of the loss, destruction or theft shall be submitted to the Transfer Agent and, if this evidence is satisfactory to both the Transfer Agent and the Director and indemnity satisfactory to the Transfer Agent and the Director is provided by the holder, the Designated Person, at the expense of the holder, shall execute in the manner specified in Section 8 hereof and the Transfer Agent shall thereupon authenticate and deliver, a new Bond of like tenor and bearing the statement required by Act 354, or any applicable Michigan law hereafter enacted, in substitution for the Bond so lost, destroyed or stolen. If any such Bond shall have matured or, shall be about to mature, instead of issuing a substitute Bond the Transfer Agent may pay the Bond without surrender thereof.

Section 11. Establishment and Uses of Funds and Accounts. Upon the order of the Director, with respect to each series of Bonds a separate fund shall be established by the Department of Technology, Management and Budget (“DTMB”) in the State Treasury, to be designated the State Trunk Line Refunding Bond Proceeds Fund (each a “Bond Proceeds Fund”) and with respect to each series of Bonds one separate account shall be established by DTMB in the Combined State Trunk Line Bond and Interest Redemption Fund in the State Treasury to be designated as the Bond Payment Account (each a “Bond Payment Account”). Each such fund or account may have appropriate alternative series designations as deemed necessary by the Director.

The Director may direct the establishment of, and DTMB may, on its own action or in response to direction, establish additional accounts or subaccounts in the Combined State Trunk Line Bond and Interest Redemption Fund, the Bond Payment Account or the Bond Proceeds Fund as may be necessary, convenient or appropriate. The net proceeds of each series of the Bonds shall be deposited and used as follows:

- a. Any portion of the net proceeds of the Bonds to be used to pay accrued interest on Bonds To Be Refunded, or any interest on each series of Bonds shall be deposited in the applicable Bond Payment Account and used to pay interest on the Bonds To Be Refunded or the Bonds of such series.
- b. If an Escrow Deposit Agreement has been executed and delivered pursuant to Section 13 below, from the proceeds of any series of Bonds and from other available funds in the State Trunk Line Fund as may be specified by the Director, the sum determined by the Director to be necessary to purchase investments sufficient (including investment earnings thereon), with any uninvested cash, to pay all principal of, and premium and interest on the Bonds To Be Refunded from the proceeds of such series, to and including the date fixed for payment or redemption thereof, as shall be specified by the Director, shall be deposited in the Escrow Fund established pursuant to the Escrow Deposit Agreement (as defined in Section 13 below) and used as provided therein. Otherwise, such sum as specified by the Director to pay all principal of, premium, if any, and interest on the Bonds To Be Refunded to and including the date fixed for payment or redemption thereof shall be deposited the applicable Bond Payment Account.

- c. The balance of the net proceeds of each series of Bonds shall be deposited in the Bond Proceeds Fund, together with investment earnings thereon, and used to pay costs related to the issuance of that series of the Bonds, the costs related to the refunding, and interest, if any, on the Bonds or a portion thereof for a period not beyond three years after the date of issuance of such series as determined by the Director.

Except as hereinafter provided, the moneys deposited in the Bond Proceeds Fund shall be expended solely for the purposes set forth above, in accordance with the accounting and disbursement procedures of the State and the Department; provided, however, periodically, as the Director may direct, investment earnings on such funds may be set aside and used to pay rebate obligations related to the Bonds to the United States government.

Subject to Section 19 and the Insurance Agreement, if any, moneys deposited in the Bond Proceeds Fund until disbursed, shall, as nearly as may be practicable, be continuously invested and reinvested by the State Treasurer in investments permitted by law. Investments of moneys in the Bond Proceeds Fund and any earnings, gains and losses resulting from such investment shall be applied to that Bond Proceeds Fund.

At such time as all the costs of issuance of the Bonds and costs related to the refunding of the Bonds To Be Refunded have been paid, the Director shall certify that fact in writing to the State Treasurer. After the certification has been made, any moneys or securities remaining in the Bond Proceeds Fund (other than amounts held to pay rebate requirements) shall at the written direction of the Director, be transferred to the Bond Payment Account and shall be used to pay current debt service on the Bonds.

Money from the State Trunk Line Fund shall be deposited into the Bond Payment Account in amounts sufficient (together with funds then on deposit in the account) to pay, when due, whether by maturity, redemption prior to maturity, or otherwise, the principal, redemption premium, if any, and interest on the Bonds, and the fees and expenses of the Transfer Agent. On or before each date specified for the payment of principal, premium, if any, and/or interest on the Bonds, the State Treasurer shall transfer from the Bond Payment Account to the Transfer Agent sufficient immediately available funds to pay when due the principal, premium, if any, and/or interest, respectively, whether due by maturity, redemption prior to maturity, or otherwise. Periodically, the State Treasurer shall pay the fees and expenses of the Transfer Agent from the Bond Payment Account.

Subject to Section 19 and the Insurance Agreement, if any, moneys in the Bond Payment Account until disbursed shall, as nearly as may be practicable, be continuously invested and reinvested by the State Treasurer in investments permitted by law. Investments of moneys in the Bond Payment Account shall be deemed at all times to be a part of the Bond Payment Account, and any earnings, gains and losses resulting from such investment shall be applied to the Bond Payment Account.

Section 12. Pledge of Funds and Limitations. In accordance with Act 51, there is irrevocably pledged for the payment of the principal of and interest on the Bonds as they become due, sufficient moneys restricted as to use by Mich Const 1963, art 9, §9, and which is deposited or to be deposited by law in the State Trunk Line Fund. This pledge of moneys for the payment of the Bonds and any pledge of such moneys already or subsequently appropriated or pledged for the payment of bonds or notes already or subsequently issued under Section 18b of Act 51, or for the payment of contract obligations incurred under Section 18d of Act 51 and, in each case, payable

from funds in the State Trunk Line Fund, or other obligations payable from funds in the State Trunk Line Fund, within the limitations set forth in Act 51, on a parity with the Bonds, shall be a first charge or lien, without preference of one over the other, against the moneys so deposited or to be deposited.

The Commission certifies to the State Treasurer that the average annual debt service requirements payable from and secured by a lien on the State Trunk Line Fund for all bonds, notes, or other obligations, or portions of bonds, notes, or other obligations issued after July 1, 1983 for purposes other than the preservation of highways, roads, streets, and bridges and other than for the purposes specified in Section 11(2)(b), (c), (d), (g), (h) and (i) of Act 51, including the prorated portion of debt service on the portion of the Bonds to be used for other than such purposes as set forth above, does not exceed 10% of the State revenue appropriated to the State Trunk Line Fund, less the amounts described in Section 11(2) (a) to (i) of Act 51 during the last completed State fiscal year. If the purposes for which the Bonds are issued are changed hereafter, such changes shall be made in a manner to maintain compliance with the certification contained in the preceding sentence, to the extent then required by law, but, pursuant to Act 51, no change, whether in compliance or not, shall affect the validity of the Bonds or the obligation to pay debt service thereon. The Director is authorized, for and on behalf of the Commission, to execute and deliver a certificate addressed to the State Treasurer as of the date of delivery of the Bonds certifying the matters set forth herein, with such changes as shall have occurred on or before the date of delivery of the Bonds but subject to the limitations provided above. For purpose of this paragraph the term “preservation” shall be defined as specified in Section 10c of Act 51.

Section 13. Sale of the Bonds, Approval of and Execution of Documents, Bond Purchase Agreement, Forward Delivery Agreement, Escrow Deposit Agreement, Hedge

Agreement, and Continuing Disclosure Agreement. The Bonds of each series shall be sold at public sale following publication or posting of a notice of sale or on a negotiated sale basis, as shall be determined by the Director. With respect to Bonds sold at public sale, the Director is authorized to cause to be prepared and published the notice of sale at least seven days before the bids are to be received, and the Designated Person is authorized to award the Bonds so sold to the bidder with the lowest qualifying bid, or to reject all bids. The notice of sale may provide for a purchase price not less than the amount described in Appendix C, for the designation by the bidder of principal amounts to be paid as serial maturities or mandatory redemption requirements of term Bonds and for the adjustment of maturity amounts (within ranges) in order to properly size the issue or to maintain the required debt service structure. With respect to each series of Bonds sold on a negotiated basis, the Designated Person is authorized to select the investment banking firm or firms to act as underwriters (the “Underwriters”) and to accept an offer by the Underwriters to purchase the Bonds at a purchase price and with an original issue discount, if any, approved by the Designated Person subject to the limitations contained on Appendix C attached hereto. The Director is authorized to execute and deliver a bond purchase agreement or a forward delivery agreement with the Underwriters in a form approved by the Michigan Department of Attorney General. For purposes of this Resolution, “Forward Delivery Agreement” means an agreement (i) specifying the terms of Bonds and (ii) providing for the issuance and delivery of such Bonds by the Commission and purchase of the Bonds by the Underwriters on a specified date in the future, for the purposes authorized by this Resolution including effecting the refunding of the Bonds To Be Refunded.

The Director and the State Treasurer are authorized to execute and deliver an Escrow Deposit Agreement (the “Escrow Deposit Agreement”) with an Escrow Agent (the “Escrow

Agent”) selected by the Director and approved by the State Treasurer in a form approved by the Michigan Department of Attorney General. Each of the Escrow Agent, the Financial Advisor to the Department (“Financial Advisor”), the Director, the Transfer Agent at the direction of the Director, and the Underwriter, if any, for the Bonds is authorized to subscribe for the issuance of United States Treasury obligations as attorney-in-fact for the State, as may be required by the Escrow Deposit Agreement. Upon the direction, and subject to the approval, of the Director, the Escrow Agent is authorized to enter into a forward float agreement or similar agreement relating to the investment of certain monies held under the Escrow Deposit Agreement. The Director may also authorize and direct the Escrow Agent to sell, redeem, purchase, subscribe for, cancel subscriptions for and re-subscribe for securities deposited or to be deposited in the Escrow Fund established under the Escrow Deposit Agreement, and in connection therewith, the Director may cause to be deposited in the Escrow Fund moneys from the State Trunk Line Fund as temporary collateral for the payment of the principal of and interest and premium on the Bonds To Be Refunded.

The Director is authorized to execute and deliver one or more interest rate swap agreement(s) or similar agreement(s), including hedging agreements which provide for payments on a notional amount corresponding to all or a portion of the Bonds or the Prior Bonds, based on changes in a bond or other security pricing index or indices (individually and collectively herein, the “Hedge Agreement”) in connection with the proposed issuance of any series of the Bonds, in the form and with terms approved by the Director and with one or more provider(s) or counterparties selected by the Director on a negotiated or competitive bid basis as determined by the Director. It is intended the Hedge Agreement, if entered into, will be terminated in connection with the delivery of the Bonds in a manner that will provide for a lock in of the effective interest

rates on the Bonds prior to the date the Bonds can be sold. Any termination or other payments to the State under the Hedge Agreement shall be deposited into the Bond Payment Account, the Escrow Fund or the Bond Proceeds Fund as determined by the Director. Any termination payments or other payments required to be made by the State during the term of or upon termination of the Hedge Agreement may be paid initially from the proceeds of the related Bonds, and in the case of insufficiency of such proceeds for such purpose, from moneys on deposit in the State Trunk Line Fund.

The Commission approves the distribution in accordance with law of a preliminary official statement (the “Preliminary Official Statement”) with respect to each series of the Bonds in a form approved by the Director. The Director is further authorized to deem the Preliminary Official Statement final, in consultation with the Michigan Department of Attorney General and Bond Counsel (as defined in Section 17), for purposes of Securities and Exchange Commission Rule 15c2-12. The Director is authorized to have prepared a final official statement (the “Official Statement”) substantially in the form of the Preliminary Official Statement, with such changes as are necessary and appropriate to reflect the final terms of each series of the Bonds or are otherwise deemed appropriate by the Director. The distribution and use of the Official Statement in accordance with applicable law by the Underwriters or purchasers at public sale of the Bonds in connection with the marketing of the Bonds is authorized. The Director is authorized to execute the Official Statement on behalf of the State of Michigan.

The Chairperson, the Director and the State Treasurer, and all other appropriate officers of the State, the Department and the Commission are authorized on behalf of the Commission, to take any actions, and execute any documents, including, if appropriate, but not limited to, obtaining ratings on the Bonds from nationally recognized bond rating agencies and the execution of a

direction letter and issuer's acknowledgment agreement relating to any forward float agreement determined by the Director to be necessary or desirable to implement this Resolution and the delivery of the Bonds. The Director may select Bond Counsel or a Financial Advisor for the transaction, or the prior selection of Bond Counsel and Financial Advisor with respect to the Bonds is ratified and confirmed. The Director, the State Treasurer, and the Transfer Agent, or any of them are authorized to execute and deliver a Letter of Representation, if necessary, to The Depository Trust Company in connection with the issuance of the Bonds.

The Director and the State Treasurer are authorized to execute and deliver an agreement of the State (the agreement and any amendments thereto are collectively, the "Continuing Disclosure Agreement") in a form approved by the Michigan Department of Attorney General, to assist in compliance with the continuing disclosure undertaking requirements of Rule 15c2-12 promulgated by the Securities and Exchange Commission pursuant to the Securities Exchange Act of 1934. The State, acting through the Commission and the Director, covenants to comply with and carry out all of the provisions of the Continuing Disclosure Agreement which are applicable to the State. Any failure of the State to comply with and carry out the provisions of this Section or of the Continuing Disclosure Agreement shall not be an event of default with respect to the Bonds.

Section 14. Cancellation. All Bonds surrendered to the Transfer Agent for payment upon redemption or maturity, or for transfer or exchange, shall be canceled by the Transfer Agent by perforation and notice of such cancellation shall be given by the Transfer Agent to the Director and the State Treasurer. Upon the direction of the State Treasurer, all such canceled Bonds shall be destroyed, and a certificate of destruction with respect thereto shall be delivered by the Transfer Agent to the State Treasurer and the Director.

Section 15. Amendments. This Resolution may be amended by the Commission and the Director without the consent of the holders of any Bonds (i) to increase or decrease the amount of Bonds which may be issued hereunder, (ii) to provide for the issuance of Bonds hereunder to refund any Bonds then outstanding, (iii) to cure any ambiguity or defect in the form of this Resolution, (iv) to maintain the exclusion of the interest on the Bonds from gross income for federal income tax purposes, or (v) to make any other changes determined in good faith by the Commission to be not to the detriment of the holders of outstanding Bonds. In determining whether such changes are to the detriment of the holders of outstanding Bonds, the Commission shall consider the effect of such changes as if no Policy from the Bond Insurer were then in effect. No amendments shall be made pursuant to this paragraph which would materially and adversely affect the rights of the Bond Insurer without the consent of the Bond Insurer.

Exclusive of amendments undertaken pursuant to the preceding paragraph, the holders of not less than 51% in the aggregate principal amount of the Bonds outstanding shall have the right to consent to the adoption by the Commission and the Director of such amendments to this Resolution as shall be deemed necessary and desirable by the Commission and the Director and as are approved in writing by the Bond Insurer, if any; provided, however, that nothing contained in this Section shall permit, or be construed as permitting, without the consent of all of the affected holders of Bonds outstanding, (i) an extension of the maturity of the principal of or the interest on any Bond, (ii) a reduction in the principal amount of any Bond or the rate of interest or principal appreciation thereon, (iii) a privilege or priority of any Bond or Bonds over any other Bond or Bonds, or (iv) a reduction in the aggregate principal amount of the Bonds required for consent to an amendment to this Resolution. With respect to any Bond which is insured by a Policy, the consent of the Bond Insurer shall constitute the consent of the holder of such Bond for the purposes

of this paragraph, except with respect to amendments described in (i), (ii), (iii), or (iv) of the proviso of the preceding paragraph.

If the Commission and the Director shall propose to adopt an amendment to this Resolution requiring consent of the Bondholders, the Director shall have notice of the proposed amendment mailed to the Bond Insurer, if any, and to each registered holder at the registered address shown on the registration books kept by the Transfer Agent. The notice shall briefly set forth the nature of the proposed amendment and shall state copies thereof are on file at the principal office of the Transfer Agent for inspection by all registered holders of Bonds. If within six months following the mailing of such notice, the Bond Insurer, if any, and the holders of not less than 51% in aggregate principal amount of the Bonds outstanding (determined as provided in this Section 15) at the time of the mailing of the notice consents in writing to the adoption thereof, this Resolution shall be so amended.

Solely for determining the principal amount of Bonds outstanding at any time for the purposes of this Section 15, the outstanding principal amount of a Capital Appreciation Bond shall be deemed to be the Appreciated Amount of such Bond as of the immediately preceding Semiannual Date.

Nothing contained in this Resolution shall in any way be construed to prevent the issuance of Bonds for any purpose authorized by law, subject to Act 51.

Section 16. Covenants of Commission. All covenants, agreements and obligations of the Commission contained in this Resolution are those of the Commission solely and not of any member, officer or employee of the Commission or the Department in his or her individual capacity, and no recourse shall be had for the payment of the principal of, premium, if any, or interest on the Bonds, for any payments owing under any agreement related to the Bonds, or for

any claim based on the Bonds or under this Resolution against any member, officer or employee of the Commission or the Department or any person executing or attesting to the Bonds and any agreement related thereto.

Section 17. Legal Opinions. The Bonds shall be issued subject to the approving legal opinion of the Attorney General of the State of Michigan and the approving legal opinion of reputable, knowledgeable and experienced Bond Counsel, as such may be determined by the Director (“Bond Counsel”). The expense of Bond Counsel’s opinions shall be paid out of the proceeds of the sale of the Bonds.

Section 18. Defeasance; Provision for Payment. If all the Bonds (i) shall have become due and payable in accordance with their terms, (ii) are to be paid at their maturity or maturities, or (iii) if to be redeemed prior to maturity shall have been duly called for redemption or irrevocable instructions to call the Bonds for redemption shall have been given to the Transfer Agent by the Director, and the whole amount of the principal of and the interest and the premium, if any, so due and payable upon all of the Bonds then outstanding shall be paid or sufficient cash, or cash and non-callable Government Obligations (as defined in this Section 18), or specifically maturing interests in a fund composed entirely of Government Obligations, the principal of and the interest on which without reinvestment, when due and payable, will provide sufficient moneys for such payment, shall be segregated and held by the State Treasurer in the Bond Payment Account or by the Transfer Agent or other escrow agent in trust for the benefit of the holders of the Bonds, then this Resolution shall be defeased and terminated and all obligations of the State, the Director and the Commission hereunder, and under Act 51 with respect to the Bonds, shall thereupon cease, provided, the applicable provisions of this Resolution pertaining to the payment of the principal of and interest and redemption premium, if any, on the Bonds, to redemption of Bonds, and to the

replacement, registration, transfer and exchange of the Bonds and the tax covenant contained in Section 19 hereof, shall be continued in force until the Bonds have been fully paid. On demand of the Director, any surplus in the Bond Payment Account other than money held for the redemption or payment of the Bonds shall be transferred to the State Trunk Line Fund.

Bonds or portions of Bonds for which cash or cash and Government Obligations, or specifically maturing interests in a fund composed entirely of Government Obligations (including principal of and interest thereon) shall be segregated and held by the State Treasurer, Transfer Agent or other escrow agent in trust for the holders of those Bonds or portions of Bonds sufficient to pay all principal, premium, if any, and interest through maturity or earlier specified redemption date for which notice shall have been duly given, or irrevocable instructions to give such notice shall have been given by the Director to the Transfer Agent, shall no longer be outstanding hereunder, and shall be deemed to be refunded, and the holders thereof shall have no further rights hereunder or under the Bonds except the right to receive payment from the cash or cash and Government Obligations held in trust as specified in this Section 18 and to effect the replacement, transfer and exchange of the Bonds as herein provided. Bonds and interest payments on Bonds which have become due, and for the payment of which funds shall be held in trust by the Transfer Agent, or segregated and held in the Bond Payment Account by the State Treasurer, in trust for the holders of those Bonds or the persons entitled to receive said interest payments shall, on the date of maturity thereof, be deemed to be paid, and the holders of such Bonds and the persons entitled to receive such interest shall have no further rights hereunder or under said Bonds except the rights to receive payment from the funds held in trust as specified above.

All moneys and Government Obligations held by the State Treasurer, other Transfer Agent or other escrow agent pursuant to this Section 18 shall be segregated and held in trust and applied

to the payment, when due, of the Bonds payable therewith. If funds are held for the payment of Bonds, as described in the preceding two paragraphs, by the State Treasurer, this Resolution shall only be defeased, or the lien of this Resolution only be released with respect to such Bonds, if (i) such money and Government Obligations are held in trust for the sole and exclusive benefit of the registered owner of the Bonds (subject to the right of the State to require release of moneys therefrom to the extent such moneys are not required for the payment of the applicable Bonds) and (ii) the registered owners of such Bonds have a valid and binding first lien and security interest in such money and Government Obligations held by the State Treasurer.

In the event the principal of and/or interest on any Bonds shall be paid by the Bond Insurer pursuant to the terms of the Policy, the pledge of this Resolution and all covenants, agreements and other obligations to the registered holders of such Bonds shall continue to exist with respect to such Bonds and the Bond Insurer shall be fully subrogated to the rights of such registered holders.

For purposes of this Section 18, Government Obligations shall mean (i) noncallable direct obligations of the United States of America (including obligations issued or held in book-entry form), (ii) noncallable obligations the timely payment of the principal of and interest on which are fully and unconditionally guaranteed by the United States of America, (iii) noncallable, nonprepayable obligations of agencies of the United States of America, or any other agency or corporation which is hereafter created pursuant to an act of Congress of the United States as an agency or instrumentality of the United States of America (provided that the agencies referenced in this clause (iii) retain ratings equivalent to or higher than the ratings held by direct obligations of the United States of America by Moody's, S&P or Fitch or any successor entities performing a similar function from which the State has requested a rating for the Bonds, as of the date the

obligations are acquired); and (iv) certificates which evidence ownership of the right to payment of the principal of and interest on obligations described in clauses (i), (ii) and (iii) hereof; provided such obligations are held in the custody of a bank or trust company satisfactory to the State Treasurer in a special account separate from the general assets of the custodian; provided, however, Government Obligations shall not include any investment which is prohibited or not permitted by the Act 51 or other applicable law.

Section 19. Tax Covenant. In the event future legislation allows the economic and efficient use of financing structures for the obligations authorized hereby which are different from or alternative to traditional tax-exempt bond structures, through related tax credits available to the State or the holders of such bonds, or assignees thereof, all or any portion of the obligations may, subject to the parameters set forth herein, be issued as obligations for which federal tax credits are payable to the State or obligations for which the federal income tax credits are allowed to the holder of such obligations, if the Designated Person determines such issuance is economic and in the best interests of the State, and in connection therewith, the Director is authorized to make, for and on behalf of and as the act of the State, any and all designations or elections (revocable or irrevocable), to make any tax covenants in connection with the issuance of such obligations, to execute and deliver any agreements, certificates or other instruments to or with the federal government or any agency thereof, and to take any other actions necessary for such obligations and the State to receive any benefits, funds or federal subsidies available to the State.

For Bonds that are Federally Tax-Exempt, the State, acting through the Commission and the Director, covenants that it will, to the extent permitted by law, comply with all requirements of the Internal Revenue Code of 1986, as amended, and all applicable regulations thereunder that must be satisfied in order to maintain the exclusion of the interest on the Bonds from gross income

for federal income tax purposes, including but not limited to, requirements relating to the rebate of arbitrage earnings, if required, and the expenditure and investment of Bond proceeds and moneys deemed to be Bond proceeds.

Section 20. The Director, Treasurer and Chairperson. (i) For all purposes of this Resolution, and as permitted by Act 51 allowing the Commission to authorize a person to take various actions to complete the issuance of the Bonds, except as specifically otherwise provided herein, the term “Director” shall mean the Director of the Michigan Department of Transportation, or, in the case the Director is not reasonably available to take any action required or permitted hereunder, the Chief Administrative Officer of the Michigan Department of Transportation or Bureau Director so authorized by the Director; (ii) for all purposes of this Resolution, and as permitted by Act 51 allowing the Commission to authorize a person to take various actions to complete the issuance of the Bonds, except as specifically otherwise provided herein, the term “State Treasurer” shall mean the Treasurer of the State of Michigan, or any Deputy Treasurer or the Director of the Bureau of State and Authority Finance so authorized by the State Treasurer; and (iii) for all purposes of this Resolution, and as permitted by Act 51 allowing the Commission to authorize a person to take various actions to complete the issuance of the Bonds, except as specifically otherwise provided herein, the term “Chairperson” shall mean the Chairperson of the State Transportation Commission, or any other member of the Commission so authorized by the Chairperson.

Section 21. Immediate Effect. This Resolution shall be immediately effective. No delivery of Bonds authorized hereunder shall occur on or prior to the thirtieth day after the filing of the notification pursuant to Section 3 of this Resolution. Any Bonds authorized by this Resolution shall be sold and delivered on or before December 31, 2021.

I hereby certify the foregoing is a true and complete copy of a Resolution duly adopted by the State Transportation Commission, State of Michigan, at a Commission meeting held on July 22, 2021, the original of which is on file with the official records of the Commission and the meeting was conducted and public notice of the meeting was given in full compliance with all relevant rules and regulations of the Commission and the Open Meetings Act, 1976 PA 267, as amended, and the minutes of the meeting were kept and will be made available as required by the Open Meetings Act.

I further certify the following Commissioners were present at the meeting _____ and the following Commissioners were absent _____.

I further certify Commissioner _____ moved for adoption of the Resolution, and Commissioner _____ supported the motion. I further certify the following Commissioners voted for adoption of the Resolution:

_____, the following Commissioners voted against adoption of the Resolution: _____

_____, and the following Commissioners abstained: _____.

RESOLUTION DECLARED ADOPTED.

Commission Advisor
State Transportation Commission
State of Michigan

ORDER

DEPARTMENT OF TRANSPORTATION

I, Paul C. Ajegba, P.E., Director of the Department of Transportation of the State of Michigan, adopt the attached RESOLUTION OF STATE TRANSPORTATION COMMISSION AUTHORIZING THE ISSUANCE OF STATE OF MICHIGAN STATE TRUNK LINE FUND REFUNDING BONDS as my act and deed for the Michigan Department of Transportation.

Signed and Dated: July 22, 2021

Paul C. Ajegba, P.E., Director
Department of Transportation

APPENDIX A

[Form of Current Interest Bond]

UNITED STATES OF AMERICA
STATE OF MICHIGAN

STATE TRUNK LINE FUND REFUNDING BOND,
SERIES _____ []
[CURRENT INTEREST BOND]

CUSIP No. _____

No. _____

Principal Amount: \$ _____

Maturity Date: _____

Interest Rate: _____

Date of Original Issue: _____, _____

Registered Owner: _____

Principal Amount: _____ Dollars

THE STATE OF MICHIGAN (the "State"), for value received, promises to pay the Principal Amount shown above to the Registered Owner specified above, or registered assigns, in lawful money of the United States of America on the Maturity Date shown above, unless redeemed prior thereto as hereinafter provided, with interest thereon until maturity or prior redemption date, from the date hereof or such later date through which interest on the Bond in exchange for which this Bond is issued shall have been paid, at the Interest Rate shown above, computed on the basis of a 360 day year with twelve 30 day months, payable on _____, 20__, and semiannually thereafter on each _____ and _____. Principal of this Bond is payable when due upon surrender of this Bond at the principal office of the State Treasurer of the State of Michigan, Lansing, Michigan, or such other transfer agent as the State may hereafter designate (the "Transfer Agent"). Interest on this Bond is payable by check or draft mailed by the Transfer Agent to the person or entity who is, as of the _____ of the month [prior to the month] in which each interest payment date occurs, the Registered Owner, at the registered address or by wire transfer subject to the requirements of the Resolution.

This Bond is not a general obligation of the State, but is payable solely from the funds irrevocably pledged by law which are restricted as to use by Mich Const 1963, art 9, §9, and deposited or to be deposited in the State Trunk Line Fund. The issuance of the bonds of this issue has been authorized under 1951 PA 51, as amended ("Act 51"), by resolutions and orders

(collectively, the "Resolution") duly adopted by the State Transportation Commission (the "Commission") of the State and by the Director (the "Director") of the Michigan Department of Transportation (the "Department") for the purpose of providing funds to pay all or part of the costs of refunding certain bonds of the State previously issued for transportation purposes as are authorized in the Resolution and paying costs incidental to the issuance of the Bonds and the refunding.

This Bond is one of a series of bonds (the "Bonds"), [which include Current Interest Bonds, such as this Bond and Capital Appreciation Bonds which bear no interest but appreciate in principal amount over time,] of [even date and] like tenor, except as to denomination, [date of issue,] rate of interest, [if any, principal appreciation rate, if any,] redemption provisions, and date of maturity, aggregating the original principal sum of _____ Dollars (\$_____). The Bonds are of equal standing and priority of lien as to the moneys in the State Trunk Line Fund, with certain outstanding bonds previously issued by the State (the "Outstanding Bonds").

The State has the right to issue additional bonds and incur other obligations secured on a parity with and payable from the same sources as the Bonds and the Outstanding Bonds within the limitations of Act 51.

For a complete statement of the funds from which this Bond is payable and the conditions on which additional bonds or notes of equal standing and priority of lien with the Bonds and the Outstanding Bonds with respect to the constitutionally restricted moneys deposited or to be deposited in the State Trunk Line Fund may be issued, reference is hereby made to the Resolution and Act 51.

[Capital Appreciation Bonds shall [not] be subject to redemption {as provided therein.}]

[Current Interest] Bonds maturing on or after _____, will be redeemable prior to maturity at the option of the Director on or after _____, as a whole or in part at any time in such order of maturity as the Director may determine and by lot within a maturity at the following respective redemption prices, applicable to optional redemption only and not to mandatory redemption or payments on maturity, (expressed as a percentage of principal amount) plus interest accrued to the redemption date:

Period

Redemption Price

In addition, the [Current Interest] Bonds maturing on _____ and _____ (the "Term Bonds") are subject to mandatory redemption prior to maturity in part by lot at a price equal to 100% of the principal amount to be redeemed, plus accrued and unpaid interest to the redemption date, but without premium, on the dates commencing _____, and _____, respectively and in the respective mandatory redemption amounts provided pursuant to the Resolution, but subject to reduction for previously redeemed or purchased Term Bonds of the same maturity, as provided in the Resolution.

Notice of redemption of any Bond shall be given at least thirty (30) days prior to the date fixed for redemption by mail to the registered holder or holders of the Bonds to be redeemed at the registered addresses shown on the registration books as of the date of mailing kept by the Transfer Agent. Failure of the holder to receive any such notice shall not affect the validity of the proceedings for redemption. Bonds shall be called for redemption in integral multiples of \$5,000, and Bonds of denominations of more than \$5,000 shall be treated as representing the number of Bonds obtained by dividing the denominations of the Bond by \$5,000 and such Bonds may be redeemed in part. The notice of redemption for Bonds redeemed in part shall state that upon surrender of the Bond to be redeemed a new Bond or Bonds of the same series in aggregate principal amount, equal to the unredeemed portion of the Bond surrendered and of like series, interest rate, nature as to payment of interest and maturity shall be issued to the registered holder thereof, without cost to the holder. No further interest on the Bonds or portions of the Bonds called for redemption shall accrue from and after the date fixed for redemption, whether presented for redemption or not, provided funds are on hand with the Transfer Agent to redeem those Bonds or portions of Bonds.

In the case of an optional redemption, the notice may state (i) that it is conditioned upon the deposit of moneys, in an amount equal to the amount necessary to effect the redemption with the Transfer Agent no later than the redemption date, or (ii) that the Director retains the right to rescind such notice at any time on or before the immediately preceding business day prior to the redemption date, and such notice and optional redemption shall be of no effect if such moneys are not so deposited or if the notice is rescinded and such Bonds shall remain outstanding hereunder.

Any Bond may be exchanged for Bonds of other authorized denominations or transferred upon the books maintained by the Transfer Agent, upon application by the person in whose name it is registered, in person or by duly authorized attorney or legal representative, upon surrender of the Bond to the Transfer Agent for cancellation, together with a duly executed written instrument of transfer in a form approved by the Transfer Agent. Whenever any Bond is surrendered for transfer or exchange, the Transfer Agent shall authenticate and deliver a new Bond or Bonds of the same series, in like aggregate principal amount, and of like tenor, [with like nature as to payment of interest], interest [or principal appreciation] rate and maturity. The Transfer Agent shall require the bondholder requesting the transfer or exchange to pay any tax or other governmental charge required to be paid with respect to the transfer. The Transfer Agent shall not be required to (i) issue, register the transfer of or exchange any Bond during a period beginning at the opening of business five days before the day of the mailing of a notice of redemption of Bonds selected for redemption and ending at the close of business on the day of that mailing, or (ii) register the transfer of or exchange any Bond selected for redemption in whole or in part within thirty days of the redemption date, except the unredeemed portion of Bonds being redeemed in part.

It is hereby certified that all acts, conditions and things required by law, precedent to and in the issuance of this Bond and the series of Bonds of which this is one, have been done and performed in regular and due time and form as required by law.

This Bond is not valid or obligatory for any purpose until the Transfer Agent's Certificate of Authentication on this Bond has been duly executed by the authorized signatory of the Transfer Agent.

IN WITNESS WHEREOF, this Bond has been executed with the manual or facsimile signatures of the Chairperson of the State Transportation Commission and the Director of the Michigan Department of Transportation, all as of the Date of Original Issue.

Director
Michigan Department of Transportation
State of Michigan

Chairperson
State Transportation Commission

Certificate of Authentication

This Bond is one of the Bonds described in the within-mentioned Resolution.

State Treasurer of the
State of Michigan

By: _____

Date of Authentication: _____

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned hereby sells, assigns and transfers unto

[_____]

Please insert Social Security No. or other
Identifying Number of Assignee

[please print or type name and address of transferee]

the within bond and all rights thereunder and does hereby irrevocably constitute and appoint
_____ attorney to transfer the within bond on the books kept for
registration thereof, with full power of substitution in the premises.

Dated: _____

NOTICE: The signature to this assignment must correspond with the name as it appears upon the face of the within bond in every particular, without alteration or enlargement or any change whatever. When assignment is made by a guardian, trustee, executor or administrator, an officer of a corporation, or anyone in a representative capacity, proof of his authority to act must accompany the bond.

Signature(s) must be guaranteed by an eligible guarantor institution participating in a Securities Transfer Association recognized signature guarantee program. The Transfer Agent will not effect transfer of this Bond unless the information concerning the transferee requested below is provided.

PLEASE INSERT SOCIAL SECURITY
NUMBER OR OTHER IDENTIFYING
NUMBER OF TRANSFEREE

Name and Address: _____

(Include information for all joint owners if the
bond is held by joint account.)

(Insert number for first named transferee if
held by joint account)

APPENDIX B

[(Form of Capital Appreciation Bond)]

UNITED STATES OF AMERICA
STATE OF MICHIGAN

STATE TRUNK LINE FUND REFUNDING BOND,
SERIES _____ []
[CAPITAL APPRECIATION BOND]

No. _____ CUSIP No. _____

Maturity Date: _____

Date of Original Issue: _____, _____

Original Principal Amount Per \$5,000 Maturity Amount: _____

Registered Owner: _____

Maturity Amount _____ Dollars

The STATE OF MICHIGAN (the “State”), for value received promises to pay to the Registered Owner, or registered assigns, in lawful money of the United States of America, on the Maturity Date the Maturity Amount shown above upon presentation and surrender of this Bond at the principal office of the State Treasurer of the State of Michigan, Lansing, Michigan or such other transfer agent as the State may hereafter designate (the “Transfer Agent”). Interest shall not be paid on this Bond.

This Bond is not a general obligation of the State, but is payable solely from the funds irrevocably pledged by law which are restricted as to use by Mich Const 1963, art 9, §9 and deposited or to be deposited in the State Trunk Line Fund. The issuance of the bonds of this issue has been authorized under 1951 PA 51 (“Act 51”), by resolutions and orders (collectively, the “Resolution”) duly adopted by the State Transportation Commission (the “Commission”) of the State and by the Director (the “Director”) of the Michigan Department of Transportation (the “Department”) for the purpose of providing funds to pay all or part of the costs of refunding certain bonds of the State previously issued for transportation purposes as authorized by the Resolution and paying costs incidental to the issuance of the Bonds and the refunding.

This Bond is one of a series of bonds (the “Bonds”) [which include Capital Appreciation Bonds such as this Bond, and bonds which bear interest (“Current Interest Bonds”)] of like tenor, except as to denomination, date of issue, rate of interest, if any, principal appreciation rate, if any, redemption provisions, and date of maturity, aggregating the original principal sum of _____ Dollars (\$ _____). The Bonds are of equal

standing and priority of lien, as to the moneys in the State Trunk Line Fund, with certain outstanding bonds previously issued by the State (the “Outstanding Bonds”).

The State has the right to issue additional bonds and incur other obligations secured on a parity with and payable from the same sources as the Bonds and Outstanding Bonds within the limitations of Act 51.

Appreciated Amount means on each _____ and _____ (each a “Semiannual Date”) the corresponding principal amount shown on the Capital Appreciation Schedule on file with the Commission and the State Treasurer of the State for each \$5,000 principal amount if held to the Maturity Date shown above. The Appreciated Amount with respect to any date other than a Semiannual Date is the Appreciated Amount on the immediately preceding Semiannual Date plus an amount equal to the fraction of the difference between the Appreciated Amount on the immediately preceding Semiannual Date and the next succeeding Semiannual Date that equals the ratio of (a) the number of days from such immediately preceding Semiannual Date to the date of calculation to (b) 180, computed on the basis of a 360 day year with twelve 30 day months.

For a complete statement of the funds from which this Bond is payable and the conditions on which additional bonds or notes of equal standing and priority of lien with the Bonds and the Outstanding Bonds with respect to the constitutionally restricted moneys deposited or to be deposited in the State Trunk Line Fund may be issued, reference is hereby made to the Resolutions and Act 51.

Bonds which are Capital Appreciation Bonds will [not] be subject to redemption prior to maturity [as follows:].

[Redemption provisions, if any to be added]

Any Bond may be exchanged for Bonds of other authorized denominations or transferred upon the books maintained by the Transfer Agent, upon application by the person in whose name it is registered, in person or by duly authorized attorney or legal representative, upon surrender of the Bond to the Transfer Agent for cancellation, together with a duly executed written instrument of transfer in a form approved by the Transfer Agent. Whenever any Bond is surrendered for transfer or exchange, the Transfer Agent shall authenticate and deliver a new Bond or Bonds of the same series, in like aggregate Maturity Amount, and of like tenor, with like nature as to payment of interest, interest or principal appreciation rate and maturity. The Transfer Agent shall require the bondholder requesting the transfer or exchange to pay any tax or other governmental charge required to be paid with respect to the transfer. The Transfer Agent shall not be required to (i) issue, register the transfer of or exchange any Bond during a period beginning at the opening of business five days before the day of the mailing of a notice of redemption of Bonds selected for redemption and ending at the close of business on the day of that mailing, or (ii) register the transfer of or exchange any Bond selected for redemption in whole or in part within thirty days of the redemption date, except the unredeemed portion of Bonds being redeemed in part.

It is hereby certified that all acts, conditions and things required by law, precedent to and in the issuance of this Bond and the series of Bonds of which this is one, have been done and performed in regular and due time and form as required by law.

This Bond is not valid or obligatory for any purpose until the Transfer Agent's Certificate of Authentication on this Bond has been duly executed by the authorized signatory of the Transfer Agent.

IN WITNESS WHEREOF, this Bond has been executed with the manual or facsimile signatures of the Chairperson of the State Transportation Commission and the Director of the Michigan Department of Transportation, all as of the Date of Original Issue.

Director
Michigan Department of Transportation

Chairperson
State Transportation Commission
State of Michigan

Certificate of Authentication

This Bond is one of the Bonds described in the within-mentioned Resolution.

State Treasurer of the
State of Michigan

By: _____

Date of Authentication: _____

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned hereby sells, assigns and transfers unto

[_____]

Please insert Social Security No. or other
Identifying Number of Assignee

[please print or type name and address of transferee]

the within bond and all rights thereunder and does hereby irrevocably constitute and appoint _____ attorney to transfer the within bond on the books kept for registration thereof, with full power of substitution in the premises.

Dated: _____

NOTICE: The signature to this assignment must correspond with the name as it appears upon the face of the within bond in every particular, without alteration or enlargement or any change whatever. When assignment is made by a guardian, trustee, executor or administrator, an officer of a corporation, or anyone in a representative capacity, proof of his authority to act must accompany the bond.

Signature(s) must be guaranteed by an eligible guarantor institution participating in a Securities Transfer Association recognized signature guarantee program. The Transfer Agent will not effect transfer of this Bond unless the information concerning the transferee requested below is provided.

PLEASE INSERT SOCIAL SECURITY
NUMBER OR OTHER IDENTIFYING
NUMBER OF TRANSFEREE

Name and Address: _____

(Include information for all joint owners if the
bond is held by joint account.)

(Insert number for first named transferee if
held by joint account)

APPENDIX C

BOND TERMS

1. The aggregate principal amount of Bonds, including initial principal amounts of capital appreciation bonds, shall not exceed \$200 million.
2. The purchase price of any series of the Bonds shall be not less than (a) 98% of the original principal amount of that series of the Bonds, plus (b) accrued interest on that series of the Bonds, less (c) net original issue discount on that series of Bonds, if any, sold at negotiated sale.
3. The interest rate per annum on any series of Current Interest Bonds shall not exceed 10%.
4. The appreciation rate per annum on Capital Appreciation Bonds shall not exceed 10%.
5. The first principal or mandatory redemption payment on any series of the Bonds shall be due not later than five years after the original issue date of that series.
6. The last principal or mandatory redemption payment on any series of the Bonds shall be due not later than thirty years from the original issue date of that series of the Bonds.
7. The Bonds may be subject to optional redemption not earlier than five years from the Date of Original Issue at redemption premiums not to exceed 5%, unless the redemption price is based on a “make whole” formula, in which case the redemption premium shall not exceed 12%.
8. Original issue discount on any Current Interest Bonds sold at negotiated sale shall not exceed 10% of the original principal amount of such Bonds.
9. The maximum annual principal and interest requirements on (i) the Bonds, (ii) all outstanding bonds and notes issued under Section 18b for the transportation purposes described in the second paragraph of Mich Const 1963, art 9, §9 and (iii) the share of the State of outstanding bonds issued under Section 18d of Act 51 (excluding in each case principal and interest requirements of the Bonds To Be Refunded (as defined in Section 3) and other bonds which have been refunded) shall not exceed the limit provided under Section 18b(6) of Act 51, which is 50% of the total amount of money received from taxes (exclusive of interest earnings thereon), the use of which is restricted by Mich Const 1963, art 9, §9, and which was deposited in the State Treasury to the credit of the State Trunk Line Fund in the fiscal year ended September 30, 2020.
10. Unless waived or an exception is available, the issuance of the Bonds shall comply with any additional restrictions contained in the Department's Capital Financing Guidelines

related to the ratio of restricted revenue to the average annual debt service in effect when any series of Bonds is issued.

073871.000014 4847-6349-4106.4

OFFICE MEMORANDUM

DATE: July 22, 2021

TO: State Transportation Commission

FROM: Jack Cotter, CPA, CGMA
Commission Auditor
Office of Commission Audits

SUBJECT: State Transportation Commission Agenda – Exhibit A
July 22, 2021

As information requested by the Commission, the Office of Commission Audits (OCA) notes in Attachment 1, the Schedule of Receivables Outstanding, that Exhibit A includes entities that owe the department funds exceeding \$20,000 for more than 120 days. Attachment 1 shows relevant information regarding the receivables as of July 13, 2021.

Also, Guidance Document 10044, *Michigan Department of Transportation (MDOT) Requests for OCA Attestation Engagements and Procedures Regarding the Processing of Independent Certified Public Accountant's Review Reports*, requires the department to process OCA independent certified public accountant's review reports within 120 days of issuance. As of July 13, 2021, Exhibit A does not include any entities for which auditor's reports were not processed within the required timeline.

Jack Cotter, CPA, CGMA
Commission Auditor

Attachment

cc: T. Hagon

Office of Commission Audits
Schedule of Receivables Outstanding
For Amounts Owed Prior to March 15, 2021
As of July 13, 2021

<u>Entity</u>	<u>Reference No.</u>	<u>Type of Receivable</u>	<u>Outstanding</u>	<u>Invoice Date</u>
Baraga County Road Commission	Item 2	State Infrastructure Bank	\$ 1,117,464	January 31, 2020

Comments:

The amount above represents the current amount outstanding for a loan that the Michigan Department of Transportation (MDOT) made to the Baraga County Road Commission in the amount of \$1,396,830. The purpose of this loan is to assist the road commission in financing transportation infrastructure improvements through emergency bridge and road replacements because of a county wide flood disaster in June 2018. The road commission has timely made all scheduled loan payments. The next installment of \$279,366 is due to MDOT on February 21, 2022.

<u>Entity</u>	<u>Reference No.</u>	<u>Type of Receivable</u>	<u>Outstanding</u>	<u>Invoice Date</u>
Houghton County Road Commission	Item 3	State Infrastructure Bank	\$ 4,000,000	July 23, 2018

Comments:

The amount above represents the current amount outstanding for a loan that MDOT made to the Houghton County Road Commission in the amount of \$4,000,000. The purpose of this loan is to assist the road commission in financing transportation infrastructure improvements through emergency bridge and road replacements because of a county wide flood disaster in June 2018. The first installment of \$1,333,333 is due to MDOT on August 30, 2021.

Office of Commission Audits
Schedule of Receivables Outstanding
For Amounts Owed Prior to March 15, 2021
As of July 13, 2021

<u>Entity</u>	<u>Reference No.</u>	<u>Type of Receivable</u>	<u>Outstanding</u>	<u>Invoice Date</u>
County of Ingham	Item 5	Local Progress Billing	\$ 57,024	November 27, 2019

Comments:

The county owes \$57,024 to MDOT for the local share of bridge replacement, superstructure replacement, bike lane construction, and resurface projects. MDOT does not have any concerns regarding the collection of this receivable. Finance plans to reissue the original statement to the county and anticipates payment from the county.

<u>Entity</u>	<u>Reference No.</u>	<u>Type of Receivable</u>	<u>Outstanding</u>	<u>Invoice Date(s)</u>
Detroit Transportation Corporation	Items 13, 14, 15, and 16	Local Bus Operating – Long Term	\$ 657,030	April 23, 2020
		Local Bus Operating – Short Term	<u>100,000</u>	September 23, 2020
		Total	\$ 757,030	

Comments:

The Detroit Transportation Corporation (DTC) owes \$657,030 to MDOT for long-term local bus operating costs and \$100,000 for short-term local bus operating costs. The original amounts owed to MDOT by DTC were \$1,057,030 and \$600,000, for long-term and short-term local bus operating costs, respectively. MDOT does not have any concerns regarding the collection of these receivables. The Office of Passenger Transportation intends to withhold payment to DTC until the amounts are paid in full.

REQUEST FOR MICHIGAN STATE TRANSPORTATION COMMISSION APPROVAL

CONTRACTS

July 22, 2021

The following contracts are being submitted for approval. The appropriate documents will be approved by the Attorney General and comply with all legal and fiscal requirements prior to award.

CONTRACTS

1. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2021-5223) between MDOT and the City of Iron River will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt crushing, shaping and resurfacing, and aggregate shoulder work along 16th Avenue/Homer Road from Buckholtz Street to US-2.

Estimated Funds:

FHWA STP – Rural Funds	\$141,600
State Restricted TED Funds – Category D	\$ 63,720
City of Iron River Funds	<u>\$148,680</u>
Total Funds	<u>\$354,000</u>

STL 36000 – 206898CON
Local Construction Contract

2. HIGHWAYS - Participation for State Local Agency Bridge Construction Contract
Contract (2021-5228) between MDOT and the Baraga County Road Commission will provide for funding participation in the construction of the following improvements under the State Local Bridge Program:

Rehabilitation of structure 12755, which carries Froberg Road over the Sturgeon Slough Drain in the County of Baraga County.

Estimated Funds:

State Restricted Trunkline Funds	\$244,910
Baraga County Funds	<u>\$ 12,890</u>
Total Funds	<u>\$257,800</u>

MCS 07000 – 212299CON
Local Construction Contract

* Denotes a non-standard contract/amendment

3. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2021-5249) between MDOT and the Houghton County Road Commission will provide for funding participation in the following construction improvements:

Drainage improvement work with MDOT right-of-way at the intersection of Highway US-41 and Massie Road, including box culvert pipe and drainage structure installation work.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$1,132,100</u>
Total Funds	<u>\$1,132,100</u>

M 31051; Houghton County
Local Construction Contract

4. HIGHWAYS - Participation for State Local Agency Bridge Construction Contract
Contract (2021-5261) between MDOT and the City of Greenville will provide for funding participation in the construction of the following improvements under the State Local Bridge Program:

Capital preventative maintenance of structure 7530, which carries Fairplains Street over the Flat River in Greenville, Montcalm County.

Estimated Funds:

State Restricted Turnkline Funds	\$260,300
City of Greenville Funds	<u>\$ 13,700</u>
Total Funds	<u>\$274,000</u>

MCS 59000 – 206092CON
Local Construction Contract

5. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2021-5296) between MDOT and the County of Ingham will provide for participation in the following improvements:

Horizontal curve signing along Dexter Trail from M-36 to M-52.

Estimated Funds:

Federal Highway Administration Funds	\$37,800
Ingham County Funds	<u>\$ 5,949</u>
Total Funds	<u>\$43,749</u>

HSIP 33000 – 210349CON
Local Force Account

6. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2021-5303) between MDOT and the Clinton County Road Commission will provide for participation in the following improvements:

Single course chip seal work along Colony Road from US-127 to Chandler Road.

Estimated Funds:

Federal Highway Administration Funds	\$73,956.80
Clinton County Funds	<u>\$18,489.20</u>
Total Funds	<u>\$92,446.00</u>

STL 19000 – 211019CON
Local Force Account

7. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2021-5304) between MDOT and the Clinton County Road Commission will provide for participation in the following improvements:

Single course chip seal work along Round Lake Road from Chandler Road to Shepardsville Road.

Estimated Funds:

Federal Highway Administration Funds	\$73,956.80
Clinton County Funds	<u>\$18,489.20</u>
Total Funds	<u>\$92,446.00</u>

STL 19000 – 211023CON
Local Force Account

8. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2021-5305) between MDOT and the Clinton County Road Commission will provide for participation in the following improvements:

Single course chip seal work along Dewitt Road from Cutler Road to Jason Road.

Estimated Funds:

Federal Highway Administration Funds	\$73,956.80
Clinton County Funds	<u>\$18,489.20</u>
Total Funds	<u>\$92,446.00</u>

STL 19000 – 211024CON
Local Force Account

9. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2021-5306) between MDOT and the Clinton County Road Commission will provide for participation in the following improvements:

Single course chip seal work along Shepardsville Road from M-21 to French Road.

Estimated Funds:

Federal Highway Administration Funds	\$73,956.80
Clinton County Funds	<u>\$18,489.20</u>
Total Funds	<u>\$92,446.00</u>

STL 19000 – 211025CON
Local Force Account

10. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2021-5309) between MDOT and the City of Sandusky will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds, designated for Local Agency projects (FHWA STP – Rural Funds):

Hot mix asphalt cold milling and resurfacing, concrete curb and gutter repairs, and concrete sidewalk ramps along North Elk Street from M-46 to the north city limits.

Estimated Funds:

FHWA STP – Rural Funds	\$126,450
State Restricted TED Funds – Category D	\$ 32,118
City of Sandusky Funds	<u>\$ 94,332</u>
Total Funds	<u>\$252,900</u>

STL 74000 – 206397CON
Local Construction

11. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2021-5316) between MDOT and the Marquette County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category A Funds:

Addition of a right-turn lane and passing flare at the intersection of Tenth Street and Kelly Johnson Memorial Drive (County Road 460). Addition of a right-turn lane at the new intersection of Tenth Street and the relocated Eleventh Street, including the addition of a curbed bump-out west of the new intersection. Construction of a new roundabout and public road from the intersection of Tenth Street and Avenue D north to the existing Eleventh Street. Hot mix asphalt milling and resurfacing work along County Road 460 from approximately 300 feet south of Tenth Street to 300 feet north of Tenth Street and along Tenth Street from the new Eleventh Street alignment at Avenue D east to County Road 460.

Estimated Funds:

State Restricted TED Funds – Category A	\$ 660,000
Marquette County Road Commission Funds	<u>\$ 378,505</u>
Total Funds	<u>\$1,038,505</u>

EDA 52000 – 212956CON
Local Letting

12. PASSENGER TRANSPORTATION - Section 5307 Program
Project Authorization (15) Revision (5) under Master Agreement (2012-0055) between MDOT and the Capital Area Transportation Authority (CATA) will extend the authorization term by 18 months to provide sufficient time for CATA to complete the projects. The projects were delayed because of coronavirus restrictions. The original authorization provides state matching funds for the FY 2013 Federal Section 5307 Urbanized Area Formula Capital Program grant for vehicles, facility renovation, associated capital maintenance, automatic data processing software and hardware, preventive maintenance, shop and surveillance/security equipment, emergency response drills, safety and security plan, pedestrian access/walkways, signage and planning. The revised authorization term will be July 24, 2013, through January 23, 2023. The authorization amount remains unchanged at \$22,284,888. The term of the master agreement is from October 1, 2011, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2012 through FY 2016. Source of Funds: Federal Transit Administration Funds - \$17,719,257; State Restricted Comprehensive Transportation Funds - \$4,565,631.
13. PASSENGER TRANSPORTATION - Section 5307 Program
Project Authorization (4) Revision (7) under Master Agreement (2012-0073) between MDOT and the Detroit Transportation Corporation (DTC) will extend the authorization term by approximately five months to provide sufficient time for DTC to complete the station lighting improvement project. The project was delayed because of coronavirus restrictions. The original authorization provides state matching funds for DTC's FY 2013 and FY 2014 Federal Section 5307 Urbanized Area Formula Capital Program grant for infrastructure and equipment upgrades to the People Mover. The revised authorization term will be August 30, 2013, through January 22, 2022. The authorization amount remains unchanged at \$1,531,209. The term of the master agreement is from October 1, 2011, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2012 through FY 2016. Source of Funds: Federal Transit Administration Funds - \$1,224,967; State Restricted Comprehensive Transportation Funds - \$306,242.
14. PASSENGER TRANSPORTATION - Section 5337 Program
Project Authorization (5) Revision (4) under Master Agreement (2012-0073) between MDOT and the Detroit Transportation Corporation (DTC) will extend the authorization term by approximately five months to provide sufficient time for DTC to complete the software procurement and security camera projects. The projects were delayed because of coronavirus restrictions. The original authorization provides state matching funds for the FY 2013 Federal Section 5337 State of Good Repair Program grant for the rehabilitation/renovation of the People Mover and security equipment. The revised authorization term will be August 30, 2013, through January 22, 2022. The authorization amount remains unchanged at \$3,942,730. The term of the master agreement is from October 1, 2011, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2012 through FY 2016. Source of Funds: Federal Transit Administration Funds - \$3,154,184; FY 2013 State Restricted Comprehensive Transportation Funds - \$788,546.

* Denotes a non-standard contract/amendment

15. PASSENGER TRANSPORTATION - Section 5337 and Section 5307 Programs
Project Authorization (10) Revision (2) under Master Agreement (2012-0073) between MDOT and the Detroit Transportation Corporation (DTC) will extend the authorization term by approximately five months to provide sufficient time for DTC to complete the projects. The projects were delayed because of coronavirus restrictions. The original authorization provides state matching funds for DTC's FY 2017 Federal Section 5307 Urbanized Area Formula Program and FY 2016 and 2017 Federal Section 5337 State of Good Repair Program grant for the rehabilitation/renovation of the People Mover and for DTC's FY 2016 Federal Section 5307 Urbanized Area Formula Program grant for engineering/design, rehabilitation/renovations, and security upgrades. The revised authorization term will be September 7, 2016, through January 22, 2022. The authorization amount remains unchanged at \$4,037,100. The term of the master agreement is from October 1, 2011, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2012 through FY 2016. Source of Funds: Federal Transit Administration Funds - \$3,229,680; State Restricted Comprehensive Transportation Funds - \$807,420.
16. PASSENGER TRANSPORTATION - Section 5310 Program
Project Authorization (11) Revision (2) under Master Agreement (2012-0073) between MDOT and the Detroit Transportation Corporation (DTC) will extend the authorization term by approximately five months to provide sufficient time for DTC to complete the projects. The projects were delayed because of coronavirus restrictions. The original authorization provides state matching funds for DTC's FY 2016 Federal Section 5310 Elderly and Persons with Disabilities Program grant for signage and signal systems and for DTC's FY 2017 Federal Section 5310 Elderly and Persons with Disabilities Program grant for train control signals. The revised authorization term will be September 16, 2016, through January 22, 2022. The authorization amount remains unchanged at \$1,181,174. The term of the master agreement is from October 1, 2011, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2012 through FY 2016. Source of Funds: Federal Transit Administration Funds - \$944,939; State Restricted Comprehensive Transportation Funds - \$236,235.
- 17.-24. PASSENGER TRANSPORTATION - Section 5339 Program
The following project authorizations issued under master agreements between MDOT, and the following agencies will provide state matching funds for the FY 2017, FY 2018, and FY 2020 Federal Section 5339(b) Bus and Bus Facilities Competitive Program grant for vehicle purchases. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. The total amount of the authorizations will be \$5,023,975. The terms of the master agreements are from October 1, 2016, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2017 through FY 2021. Source of Funds: Federal Transit Administration Funds - \$3,939,180; State Restricted Comprehensive Transportation Funds - \$984,795; Insurance Proceeds - \$99,750; Local Funds - \$250.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Total</u>
17.	2017-0014/12	Barry County Board of Commissioners	\$ 310,475
18.	2017-0016/31	Bay Area Transportation Authority	\$1,117,580
19.	2017-0026/27	Cadillac/Wexford Transit Authority	\$ 620,319
20.	2017-0066/23	Huron County Board of Commissioners	\$1,023,208
21.	2017-0075/20	Isabella County Transportation Commission	\$ 625,949
22.	2017-0122/12	Sanilac County Board of Commissioners	\$ 495,000
23.	2017-0131/13	Thunder Bay Transportation Authority	\$ 429,798
24.	2017-0140/17	Yates Township	\$ 401,646

* Denotes a non-standard contract/amendment

25. PASSENGER TRANSPORTATION - Section 5307/CMAQ Programs
Project Authorization (16) under Master Agreement (2017-0015) between MDOT and the City of Battle Creek will provide state matching funds for the FY 2021 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for bus shelters, ozone action days, and marketing and outreach to promote ridership. The authorization will be in effect from the effective date of the federal grant through four years. The authorization may be retroactive due to the effective date matching the federal grant effective date. The authorization amount will be \$322,141. The term of the master agreement is from October 1, 2016, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2017 through FY 2021. Source of Funds: Federal Transit Administration Funds - \$257,713; State Restricted Comprehensive Transportation Funds - \$64,428.
26. PASSENGER TRANSPORTATION - Section 5311 Program
Project Authorization (4) Revision (1) under Master Agreement (2017-0021) between MDOT and the Berrien County Board of Commissioners will extend the authorization term by two years to provide sufficient time for the County to complete the purchase of bus security cameras and a replacement van. The projects were delayed because of possible restructuring of the transit service and determination of future needs. The original authorization provides state matching funds for the FY 2018 Federal Section 5311 Formula Grants for Rural Areas Program and Congestion Mitigation and Air Quality Improvement Program grant for the purchase of bus security cameras, replacement buses, and a replacement van. The revised authorization term will be September 19, 2018, through September 18, 2023. The authorization amount remains unchanged at \$465,000. The term of the master agreement is from October 1, 2016, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2017 through FY 2021. Source of Funds: Federal Transit Administration Funds - \$372,000; State Restricted Comprehensive Transportation Funds - \$93,000.
27. PASSENGER TRANSPORTATION - Section 5307 and Section 5339 Programs
Project Authorization (18) under Master Agreement (2017-0023) between MDOT and the Blue Water Area Transportation Commission will provide state matching funds for the FY 2021 Federal Section 5307 Transit Formula Grants Program and FY 2021 Federal Section 5339 Bus and Bus Facilities Formula Program grant for bus shelters; a heating, ventilation, and air conditioning system; and job access and reverse commute operating assistance. The authorization will be in effect from the effective date of the federal grant through four years. The authorization may be retroactive due to the effective date matching the federal grant effective date. The authorization amount will be \$1,016,450. The term of the master agreement is from October 1, 2016, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2017 through FY 2021. Source of Funds: Federal Transit Administration Funds - \$587,786; FY 2021 State Restricted Comprehensive Transportation Funds - \$428,664.
28. PASSENGER TRANSPORTATION - Section 5311 Capital Program
Project Authorization (2) Revision (2) under Master Agreement (2017-0029) between MDOT and the Cass County Transportation Authority (CCTA) will extend the authorization term by one year to provide sufficient time for CCTA to complete the bus replacement procurement. The additional time is needed because production of the vehicle originally ordered ceased, delaying the projected delivery date. The original authorization provides state matching funds for the FY 2017 Federal Section 5311 Nonurbanized Area Formula Capital Program, Surface Transportation Program, and Congestion Mitigation and Air Quality Improvement Program grant for replacement vehicles and a land purchase. The revised authorization term will be September 22, 2017, through September 21, 2022. The authorization amount remains unchanged at \$328,731. The term of the master agreement is from October 1, 2016, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2017 through FY 2021. Source of Funds: Federal Transit Administration Funds - \$261,469; State Restricted Comprehensive Transportation Funds - \$65,367; Cass County Funds - \$1,895.

* Denotes a non-standard contract/amendment

29. PASSENGER TRANSPORTATION - Section 5307 Program
Project Authorization (12) Revision (3) under Master Agreement (2017-0070) between MDOT and the Interurban Transit Partnership will provide an additional \$100,000 in state matching funds for additional vehicles and community programs and will extend the authorization term by one year to provide sufficient time for the agency to complete the projects. The original authorization provides state matching funds for the FY 2019 and FY 2020 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant for replacement vehicles, rideshare, and clean air action days. The revised authorization term will be August 9, 2019, through August 8, 2024. The revised authorization amount will be \$3,641,736. The term of the master agreement is from October 1, 2016, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2017 through FY 2021. Source of Funds: Federal Transit Administration Funds - \$3,019,236; State Restricted Comprehensive Transportation Funds - \$622,500.
30. PASSENGER TRANSPORTATION - Section 5307 and Section 5339 Programs
Project Authorization (5) Revision (1) under Master Agreement (2017-0099) between MDOT and the City of Midland will provide additional federal funds of \$56,800, state matching funds of \$14,200, and insurance proceeds of \$24,000 for an additional replacement vehicle. The original authorization provides state matching funds for the FY 2020 Federal Section 5307 Urbanized Area Formula Capital Program and FY 2019 and FY 2020 Federal Section 5339 Bus and Bus Facilities Formula Program grant for preventive maintenance and a replacement vehicle. The authorization term remains unchanged, August 6, 2020, through August 5, 2024. The revised authorization amount will be \$323,500. The term of the master agreement is from October 1, 2016, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2017 through FY 2021. Source of Funds: Federal Transit Administration Funds - \$239,600; State Restricted Comprehensive Transportation Funds - \$59,900; Insurance Funds - \$24,000.
31. PASSENGER TRANSPORTATION - Section 5339 Programs
Project Authorization (20) Revision (1) under Master Agreement (2017-0104) between MDOT and the Muskegon County Board of Commissioners will increase federal funds by \$548,166 and state matching funds by \$137,042 for the purchase of miscellaneous support equipment, an additional replacement vehicle, and capital contracting under the FY 2021 Federal Section 5339 Bus and Bus Facilities Formula Program and will extend the authorization term by one year. The original authorization provides state matching funds for the FY 2020 Federal Section 5339 Bus and Bus Facilities Formula Program grant for miscellaneous support equipment and two administrative vehicles. The revised authorization term will be May 29, 2020, through May 28, 2025. The revised authorization amount will be \$994,902. The term of the master agreement is from October 1, 2016, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2017 through FY 2021. Source of Funds: Federal Transit Administration Funds - \$795,921; State Restricted Comprehensive Transportation Funds - \$198,981.

32. PASSENGER TRANSPORTATION - Section 5307 and Section 5339 Programs
Project Authorization (8) Revision (1) under Master Agreement (2017-0107) between MDOT and the City of Niles will provide additional federal funds of \$182,931 and state matching funds of \$45,733 under the FY 2021 Federal Section 5307 Transit Formula Grants Program for preventive maintenance and under the FY 2021 Federal Section 5339 Buses and Bus Facilities Formula Program grant for facility rehabilitation/renovation and will extend the authorization term by one year. The original authorization provides state matching funds for the FY 2020 Federal Section 5307 Transit Formula Grants Program grant for preventive maintenance and for the FY 2020 Federal Section 5339 Buses and Bus Facilities Formula Program grant for a replacement vehicle. The revised authorization term will be May 22, 2020, through May 21, 2025. The revised authorization amount will be \$458,220. The term of the master agreement is from October 1, 2016, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2017 through FY 2021. Source of Funds: Federal Transit Administration Funds - \$366,576; State Restricted Comprehensive Transportation Funds - \$91,644.
33. PASSENGER TRANSPORTATION - Service Initiatives
Project Authorization (7) Revision (2) under Master Agreement (2017-0119) between MDOT and the Regional Transit Authority of Southeast Michigan (RTA) will add a line item for the A2D2 Commuter Bus Pilot project and will adjust the funding between line items. The original authorization provides FY 2019 state funds for RTA's Municipal Challenge to pair promising mobility solutions with participating municipalities in Macomb, Oakland, and Wayne Counties to solve specific mobility challenges that face the Metro Detroit region. The authorization term remains unchanged, August 26, 2019, through August 25, 2023. The authorization amount remains unchanged at \$1,635,893. The term of the master agreement is from October 1, 2016, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2017 through FY 2021. Source of Funds: FY 2019 and FY 2020 State Restricted Comprehensive Transportation Funds - \$1,635,893.
34. PASSENGER TRANSPORTATION - Michigan Mobility Challenge
Project Authorization (10) under Master Agreement (2017-0139) between MDOT and the Western-Washtenaw Area Value Express will provide 100 percent state funds for a demonstration project focused on increasing on-demand and scheduled accessible transportation options. The authorization will be in effect from July 1, 2021, through June 30, 2022. The authorization amount will be \$200,000. The term of the master agreement is from October 1, 2016, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2017 through FY 2021. Source of Funds: FY 2021 State Restricted Comprehensive Transportation Funds - \$200,000.

Upon receipt of your approval, the contracts and agreements will be processed for award. Subject to the exercise of the discretion in the processing, I approve the contracts described in this agenda and authorize the award by the responsible management staff of MDOT to the extent authorized by and in accordance with the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of April 7, 2021.

Respectfully submitted,

Paul C. Ajegba
Director

LETTING STATISTICS

July 2021

TRUNKLINE CONTRACTS OVERVIEW

The July 9th bid letting included 15 Trunkline contracts with \$16.5 million in total engineer estimates. The low bids received totaled \$17.5 million. The average of low bids received was \$1.1 million and a median of \$893.8 thousand. Of the 15 contracts, 1 included a warranty with \$893.8 thousand as the low bid total. The Trunkline contracts received 38 bids. In comparison to July 2020, 15 Trunkline contracts were let with total engineer estimates of \$226.9 million, low bid dollars of \$221.0 million, and 49 bids received.

For fiscal year 2021 to date, 231 Trunkline contracts have been let with a low bid total of \$1.56 billion. For the same period of fiscal year 2020, 324 Trunkline contracts were let with the low bid total of \$1.11 billion.

ALL PROGRAM AREA CONTRACTS SUMMARY

A total of 68 contracts were let with 239 bids received. The average number of bids per contract was 3.51.

For the July bid letting, there were no items withdrawn, postponed, or receiving no bids. To date, there have not been any bids rejected.

Of the 103 contracting companies approved to submit bids for the June lettings, 88 submitted at least one bid.

JOB PROJECTIONS

Job projections are Trunkline jobs specific in category and are classified under the work groups of road, bridge, and traffic and safety.

The list of jobs projected to be let during FY 2021 was updated on 07/14/2021 to include a total of 342 jobs with total construction cost estimates of \$1.77 billion.

For fiscal year 2021 through July 2021, 100% of jobs anticipated for this period have been let using 94.0% of the projected cost estimates.

UPCOMING LETTING STATS

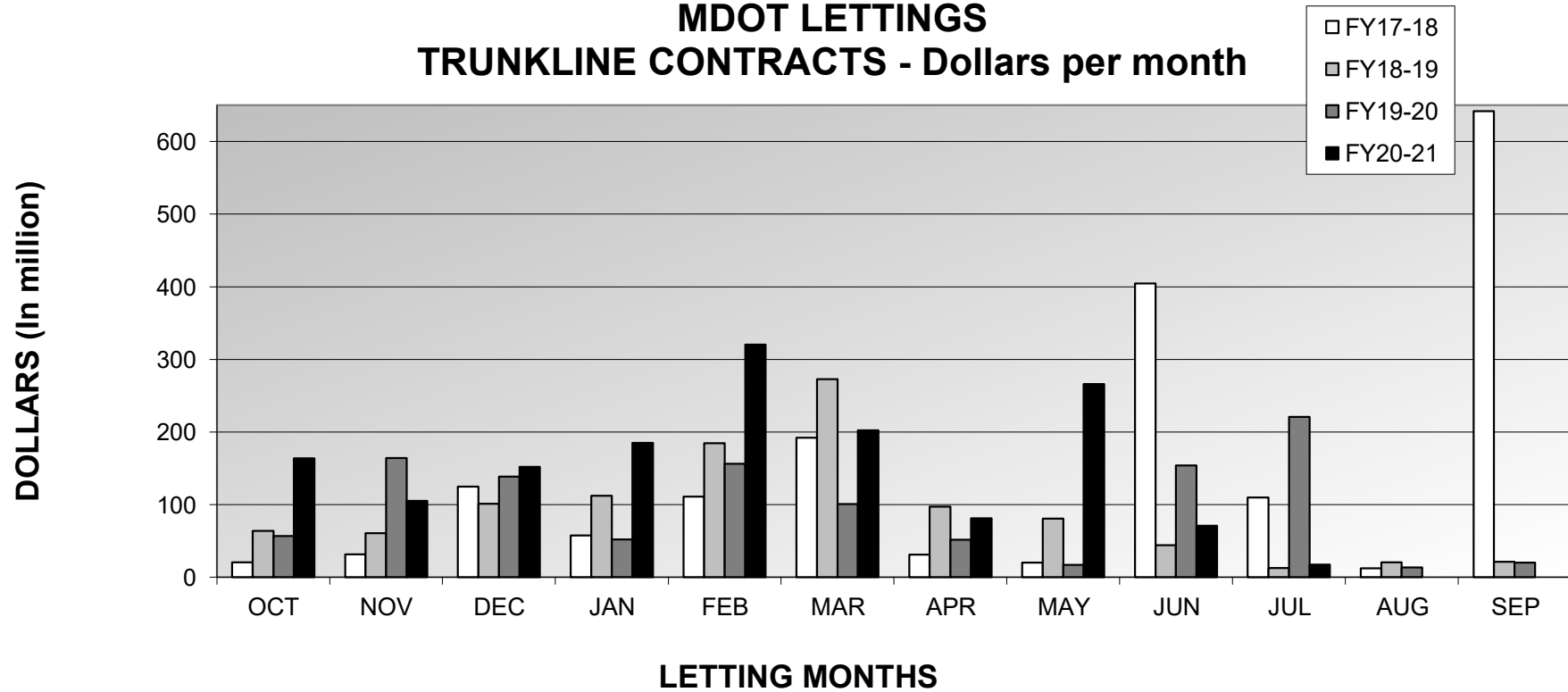
To date, the **August 6, 2021, Bid Letting** is advertising 21 Trunkline contracts estimated at a total of \$52.0 million with \$39.3 million in warranty contracts. There are 15 Local Agency contracts being advertised for a total of \$14.7 million with no warranty contracts.

JULY 2021 LETTING SUMMARY

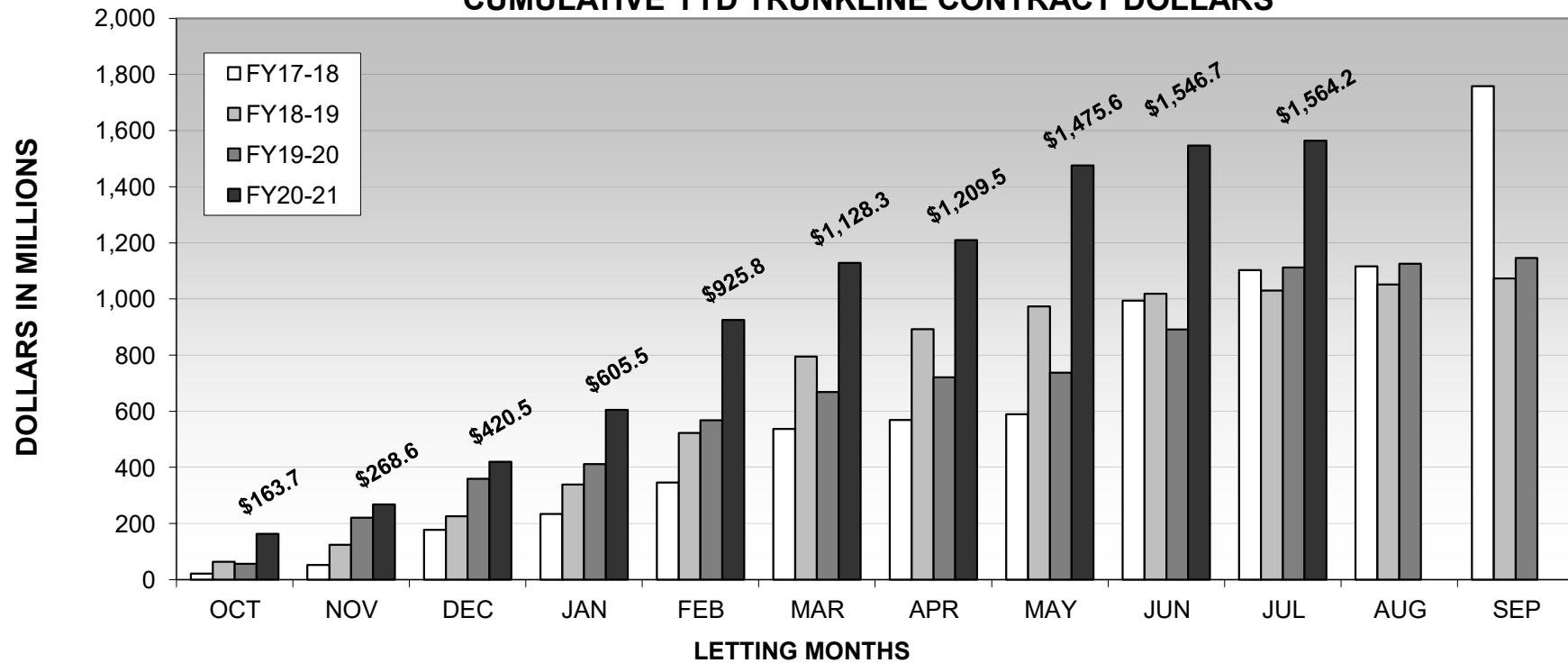
STATISTICS	PROGRAM AREA				
	TRUNKLINE	LOCAL AGENCY	AERONAUTICS	FREIGHT SERVICES	TOTALS
Project Report					
Number of Contracts Let	15	53	0	0	68
Engineer Estimates of Contracts Let	\$16,538,187.39	\$84,980,819.88	\$0.00	\$0.00	\$101,519,007.27
Low Bid Report					
Low Bid Total	\$17,534,329.18	\$82,107,323.29	\$0.00	\$0.00	\$99,641,652.47
% over/under Engineer's Estimate	6.02%	-3.38%	0.00%	0.00%	-1.85%
All Bids Rejected Report					
Number of Contracts - All Bids Rejected	0	0	0	0	0
Engineer Estimate Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Low Bid Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
% over/under Engineer's Estimate	\$0.00	#DIV/0!	\$0.00	0.00%	#DIV/0!
Low Bids Pending					
Number of To Be Announced Contracts	5	14	0	0	19
Engineer Estimate Total	\$3,547,058.56	\$37,700,859.89	\$0.00	\$0.00	\$41,247,918.45
Low Bid total	\$4,774,205.45	\$39,017,076.96	\$0.00	\$0.00	\$43,791,282.41
% over/under Engineer's Estimate	34.60%	3.49%	0.00%	0.00%	6.17%
Bidder (Bids) Report					
Number of Bids Received	38	201	0	0	239
Average # of Bidders per Project	2.53	3.79	0.00	0.00	3.51
UPCOMING LETTING PROJECTIONS					

LETTING DATES	<u>Trunkline</u>	<u>Local Agency</u>	<u>Aeronautics</u>	<u>Freight Services</u>	<u>Total</u>
August 6, 2021, Bid Letting - to date					
# of Contracts Advertised	21	15	0	0	36
# of Contracts with Warranties	11	0	0	0	11
\$ Engineer Estimates of Contracts Advertised (In million)	\$51,960,237.59	\$14,728,140.73	\$0.00	\$0.00	\$66,688,378.32
\$ Engineer Estimates of Warranty Contracts (In million)	\$39,335,383.09	\$0.00	\$0.00	\$0.00	\$39,335,383.09

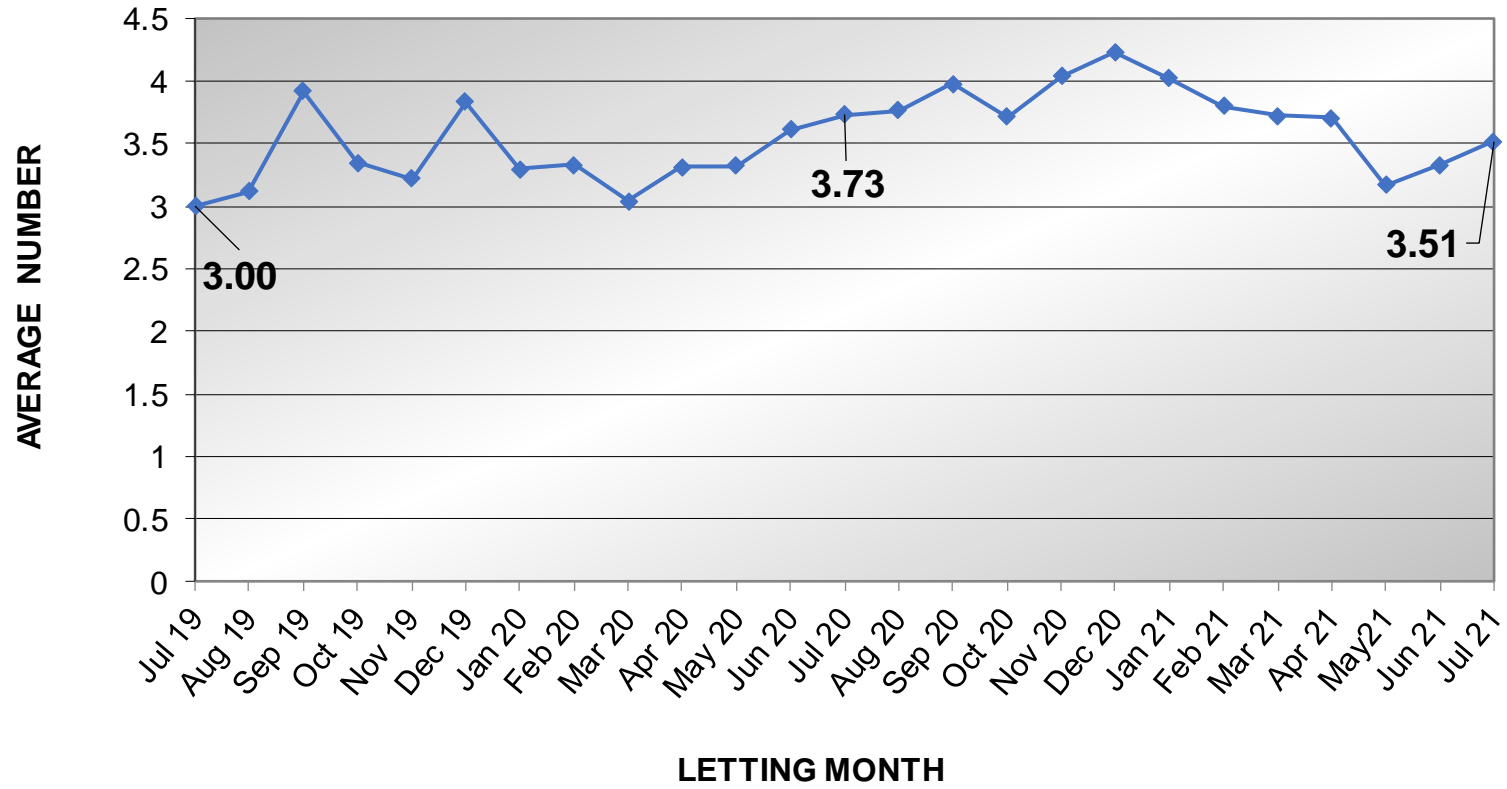
MDOT LETTINGS TRUNKLINE CONTRACTS - Dollars per month



MDOT LETTINGS CUMULATIVE YTD TRUNKLINE CONTRACT DOLLARS



AVERAGE NUMBER OF BIDDERS JULY 2019 - JULY 2021



NUMBER OF BIDS - BY REGION

JULY 2021

REGION	NO BIDS	1 BID	2 BIDS	3 BIDS	4 BIDS	5 BIDS	6 BIDS	7 BIDS	8 BIDS	9 BIDS	=>10 BIDS	CONTRACTS BY REGION
BAY			4	1	2	1	1	2				11
GRAND			7	1	2	1	1					12
METRO		1	4	3	2	5	3	2				20
NORTH			1	1	1	1						4
SOUTHWEST			1	2	1							4
SUPERIOR		1	1	2								4
UNIVERSITY		1	4	5	1		1	1				13
NUMBER OF PROJECTS	0	3	22	15	9	8	6	5	0	0	0	68

REQUEST FOR MICHIGAN STATE TRANSPORTATION

COMMISSION APPROVAL

BID LETTING PRE-APPROVAL

July 22, 2021

The following contracts are being submitted for approval.

STATE PROJECTS**TRUNKLINE CONTRACTS**

1. Letting of August 6, 2021
Letting Call: 2108 001
Project: RBMP 58152-205623 , ETC
Local Agreement: 21-5250
Start Date: September 13, 2021
Completion Date: November 30, 2022

Bridge, superstructure, and culvert replacements, watermain relocation, roundabout construction, interchange reconstruction, guardrail work, concrete surface coating, approach work and pavement markings on 4 bridges along I-75, Monroe County. This project includes two 5-year materials and workmanship pavement warranties a 2-year concrete surface coating performance warranty.

5.00 % DBE participation required

Prequalification Level:
\$24,034,000.00
2. Letting of August 6, 2021
Letting Call: 2108 003
Project: NH 53034-127032
Local Agreement:
Start Date: July 11, 2022
Completion Date: June 9, 2023

4.55 mi of hot mix asphalt cold milling and resurfacing, drainage work, guardrail, and pavement markings on US-31 from south of the Oceana/Mason county line to north of Meisenheimer Road, Oceana, and Mason Counties. This project includes a 5-year materials and workmanship pavement warranty.

4.00 % DBE participation required

Prequalification Level:
\$6,081,000.00
3. Letting of August 6, 2021
Letting Call: 2108 008
Project: NH 07023-131842
Local Agreement:
Start Date: 10 days after award
Completion Date: September 16, 2022

Prequalification Level:
\$5,053,000.00

7.54 mi of hot mix asphalt overlay, crushing and shaping shoulders, drainage improvements, guardrail, signing and pavement markings on US-41/M-28 from east of M-28/US-141 to the east end of the passing lane section east of the Tioga Roadside Park in Covington Township, Baraga County.

3.00 % DBE participation required

4. Letting of August 6, 2021
Letting Call: 2108 009
Project: IM 70024-201136
Local Agreement:
Start Date: September 13, 2021
Completion Date: May 27, 2022
- Prequalification Level:
\$4,499,000.00

8.06 mi of hot mix asphalt cold milling and resurfacing, median crossover, widening, aggregate base drainage, signing and pavement markings on I-196 from east of Byron Road easterly to east of 32nd Avenue, Ottawa County.

5.00 % DBE participation required

5. Letting of August 6, 2021
Letting Call: 2108 011
Project: M 73000-212715
Local Agreement:
Start Date: October 4, 2021
Completion Date: January 28, 2022
- Prequalification Level:
\$812,000.00

Bridge scaling and plywood false decking removal and disposal on various routes, Genesee, Isabella, Lapeer, Midland and Saginaw Counties.

0.00 % DBE participation required

6. Letting of August 6, 2021
Letting Call: 2108 018
Project: M 36031-208602
Local Agreement:
Start Date: July 11, 2022
Completion Date: September 16, 2022
- Prequalification Level:
\$1,534,000.00

6.55 mi of hot mix asphalt cold milling and resurfacing, aggregate shoulders, and pavement markings on M189 from the Wisconsin/Michigan state line northerly to north of Hiawatha Road in the cities of Caspian and Iron River, Iron County. This project includes a 3-year materials and workmanship pavement warranty.

0.00 % DBE participation required

7. Letting of August 6, 2021
Letting Call: 2108 019
Project: NH 05051-211358
Local Agreement:
Start Date: May 2, 2022
Completion Date: June 30, 2022
- Prequalification Level:
\$1,349,000.00
- 6.22 mi of hot mix asphalt cold milling and resurfacing, corrugations, and pavement markings on M-66 from north of Old State Road to just south of M-32, Antrim, and Charlevoix Counties. This project includes a 3-year material and workmanship pavement warranty.
- 2.00 % DBE participation required
8. Letting of August 6, 2021
Letting Call: 2108 033
Project: M 10012-208835
Local Agreement:
Start Date: June 13, 2022
Completion Date: August 12, 2022
- Prequalification Level:
\$1,089,000.00
- 3.21 mi of hot mix asphalt cold milling and overlay, concrete curb and gutter, sidewalk, sidewalk ramps and pavement markings on M-22 from north of M-115 (Forest Avenue) to north of South Shore Drive and M-22 from south of First Street to Betsie Lake Causeway in the village of Elberta and the city of Frankfort, Benzie County. This project includes a 3-year materials and workmanship pavement warranty.
- 0.00 % DBE participation required
9. Letting of August 6, 2021
Letting Call: 2108 034
Project: NH 73073-208854
Local Agreement:
Start Date: September 13, 2021
Completion Date: May 20, 2022
- Prequalification Level:
\$917,000.00
- 1.07 mi of hot mix asphalt cold milling and resurfacing, detail 7 and 8 joint repair and pavement markings on M-58/M-47 from State Street to Lawndale Road, Saginaw County. This project includes a 3-year materials and workmanship pavement warranty.
- 3.00 % DBE participation required
10. Letting of August 6, 2021
Letting Call: 2108 035
Project: NH 53033-128127
Local Agreement: 21-5000
Start Date: May 2, 2022
Completion Date: November 11, 2022
- Prequalification Level:
\$2,865,000.00
- 2.77 mi of hot mix asphalt cold milling and resurfacing, drainage improvements and pavement markings on US-31 from Hoague Road to north of the Mason/Manistee county line, Mason, and Manistee counties. This project includes a 5-year materials and workmanship pavement warranty.
- 5.00 % DBE participation required

11. Letting of August 6, 2021
Letting Call: 2108 036
Project: ST 45072-211171
Local Agreement:
Start Date: May 16, 2022
Completion Date: July 8, 2022
- Prequalification Level:
\$624,000.00
- 2.30 mi of hot mix asphalt cold milling and resurfacing and pavement markings on M-22 from south of Front Street northerly to south of M-204 and from north of Dumas Road northerly to the north side of Mill Pond Bridge in the village of Suttons Bay, Leelanau County. This project includes two 3-year materials and workmanship pavement warranties.
- 3.00 % DBE participation required
12. Letting of August 6, 2021
Letting Call: 2108 038
Project: NH 63172-212744
Local Agreement:
Start Date: September 7, 2021
Completion Date: November 5, 2021
- Prequalification Level:
\$827,000.00
- 193.00 In mi of hot mix asphalt crack treatment and overband crack fill of 2 carpool parking lots on various routes in the cities of Auburn Hills, Birmingham, Dearborn, Dearborn Heights, Detroit, Roseville, and St. Clair Shores, Macomb, Oakland, and Wayne Counties. This project includes a 2-year pavement performance warranty.
- 0.00 % DBE participation required
13. Letting of September 10, 2021
Letting Call: 2109 701
Project: RBMP, IM 33044-210093
Local Agreement:
Start Date: 10 days after award
Completion Date: 495 Calendar Days
- Prequalification Level:
\$72,559,000.00
- Design-Build Project: 2.00 mi of reconstruction on I-496, ramp extensions, drainage improvements to include rehabilitation and capital preventive maintenance on 17 bridges from Lansing Road to the Grand River in the city of Lansing, Ingham County. This project contains a 2-year bridge painting warranty and a 2-year warranty on concrete surface coating. Alternate 1 (section 2) is an HMA alternate and contains two 5-year materials and workmanship pavement warranties. Alternate 2 (section 3) is a concrete alternate and contains a 5-year materials and workmanship pavement warranty. This is an OJT VIP Pilot Project. Please see Special Provision for Preparation and Consideration of Bids on On-the-Job-Training Voluntary Incentive Program Projects. Only shortlisted contractors are eligible to bid on this project.
- 5.00 % DBE participation required

LOCAL AGENCY CONTRACTS

14. Letting of August 6, 2021
Letting Call: 2108 004
Project: STU 50000-211882
Local Agreement: 21-5297
Start Date: 10 days after award
Completion Date: November 12, 2021

1.80 mi of hot mix asphalt overlay with base and curb repairs and pavement markings on Garfield Road from 17 Mile Road to south of 19 Mile Road, Macomb County. This is a Local Agency project.

5.00 % DBE participation required

Prequalification Level:
\$3,628,000.00
15. Letting of August 6, 2021
Letting Call: 2108 014
Project: STL 74000-206143
Local Agreement: 21-5311
Start Date: 10 days after award
Completion Date: November 10, 2021

7.10 mi of hot mix asphalt overlay, aggregate shoulders, and pavement markings on Bay City Forestville Road from Hoadly Road east to M-19, Sanilac County. This is a Local Agency project.

3.00 % DBE participation required

Prequalification Level:
\$932,000.00
16. Letting of August 6, 2021
Letting Call: 2108 015
Project: STU 25000-207665
Local Agreement: 21-5310
Start Date: 10 days after award
Completion Date: May 20, 2022

1.39 mi of hot mix asphalt cold milling and resurfacing, storm sewer, concrete curb, gutter, sidewalk, and ramps, signing and pavement markings on Miller Road from Ballenger Highway to Hammerberg Road, in the city of Flint, Genesee County. This is a Local Agency project.

5.00 % DBE participation required

Prequalification Level:
\$2,377,000.00
17. Letting of August 6, 2021
Letting Call: 2108 016
Project: STU 63000-209484
Local Agreement: 21-5298
Start Date: October 1, 2021
Completion Date: May 13, 2023

1.13 mi of hot mix asphalt widening for turn lanes and shoulders, concrete curb and gutter, guardrail, signing and pavement markings on Pontiac Trail from Haggerty Road to Green Lake Road, Oakland County. This is a Local Agency project.

5.00 % DBE participation required

Prequalification Level:
\$2,523,000.00

18. Letting of August 6, 2021
Letting Call: 2108 017
Project: STL 20000-205308
Local Agreement: 21-5248
Start Date: September 13, 2021
Completion Date: October 15, 2021

3.89 mi of hot mix asphalt resurfacing and pavement markings on Twin Bridge Road north of County Road 612, Crawford County. This is a Local Agency project.
2.00 % DBE participation required
- Prequalification Level:
\$699,000.00
19. Letting of August 6, 2021
Letting Call: 2108 021
Project: STL 65000-206008
Local Agreement: 21-5312
Start Date: 10 days after award
Completion Date: October 22, 2021

8.30 mi of hot mix asphalt ultra-thin overlay, aggregate shoulders and pavement markings on various routes, Ogemaw County. This is a Local Agency project.
3.00 % DBE participation required
- Prequalification Level:
\$627,000.00
20. Letting of August 6, 2021
Letting Call: 2108 024
Project: STL 03000-212032
Local Agreement: 21-5315
Start Date: 10 days after award
Completion Date: May 27, 2022

4.11 mi of hot mix asphalt overlay, shoulders, and pavement markings on 135th Avenue/Hayes Road/136th Avenue from the east city limits of Wayland to Patterson Road and Division Street from 142nd Avenue to south of 146th Avenue, Allegan County. This is a Local Agency project.
3.00 % DBE participation required
- Prequalification Level:
\$1,605,000.00
21. Letting of August 6, 2021
Letting Call: 2108 030
Project: STUL 03000-207255
Local Agreement: 21-5299
Start Date: 10 days after award
Completion Date: May 14, 2022

0.13 mi of bridge rehabilitation and road reconstruction includes replacing the bridge decking with laminated wood and steel grating, hot mix asphalt cold mill and resurface, concrete curb and gutter and pavement markings on 2nd Street from M-89 to Brady Street in the city of Allegan, Allegan County. This is a Local Agency project.
3.00 % DBE participation required
- Prequalification Level:
\$834,000.00

22. Letting of August 6, 2021
Letting Call: 2108 039
Project: STU 63000-207705 , ETC
Local Agreement: 21-5322
Start Date: 10 days after award
Completion Date: June 1, 2023

Prequalification Level:
\$7,839,000.00

0.46 mi of construction of a roundabout includes hot mix asphalt and concrete pavement, concrete curb, gutter and sidewalk, storm sewer and pavement markings and bridge replacement and approach work on Avon Road at Dequindre Road and over the Clinton River, Oakland County. This is a Local Agency project.

5.00 % DBE participation required

UPTRAN (RAIL)

23. Letting of August 6, 2021
Letting Call: 2108 007
Project: 38000-204744
Local Agreement:
Start Date: March 7, 2022
Completion Date: September 30, 2024

Prequalification Level:
\$21,277,000.00

0.3 miles of road reconstruction/rehabilitation on Mechanic Street, Jackson Street, Blackstone Street, and Van Buren Street in coordination with railroad bridge replacement over Mechanic Street and Jackson Street with retaining walls, Amtrak Michigan Line track work with grade raise, municipal utility relocation, and maintaining traffic in the city of Jackson, Jackson County. Only shortlisted contractors are eligible to bid on this project.

0.00 % DBE participation required

On receipt of your approval, projects will, at the Director's discretion, be processed and awarded to the low bidder. I approve the project described in this agenda and authorize the award by the responsible management staff of MDOT to the extent authorized by and in accordance with the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of April 7, 2021.

Respectfully submitted,

Paul C. Ajegba
Director

EXHIBIT B
Department Projects
Items to the Commission - July 22, 2021

				Total Over the Original Cost (All MDOT)					Total Over the Original Cost (MDOT/MDOT)			Total Over the Original Cost (MDOT/Cons)			
				\$6,712,432.60					\$5,237,619.63			\$1,474,812.97			
				Number of ProjectsOver 10% (16 Total)			Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent					
							\$32,645,244.61	\$39,357,677.21	\$6,712,432.60	20.56%					
#	Region	Control Section	Job Number	Project Description	Prime Contractor	Original Contract Amount	Final Contract Amount	Increase	Percent	Date Work Started	Expect Compl.	Actual Compl.	Finaled Date	Designed by MDOT (M) or Consultant (C)	Reason for Additional Project Costs
1	University	47066	120357	11.43 mi of hot mix asphalt cold milling and resurfacing, concrete pavement repairs, culvert, drainage, guardrail, cablebarrier, signage, shoulder corrugations and pavement markings on I-96 at various locations from M-52 to M-59, Ingham and Livingston Counties.	Rieth-Riley Construction Co., Inc.	\$14,323,213.36	\$16,891,709.87	\$2,568,496.51	17.93%	4/8/2018	4/30/2020	4/30/2020	10/15/2020	M	<u>Reason #1:</u> CM #2 (\$5,164.00), CM #3 (\$83,008.00), and CM #4 (\$76,736.00) increased item Pavt Joint and Crack Repr, Det 7. This item was increased due to the condition of the composite pavement being in worse condition than planned. The additional repairs were deemed necessary to optimize the pavement repairs. <u>Reason #2:</u> CM #1 increased item HMA, 3E3 (\$151,669.85). Additional quantity was required as the base course on the shoulders had to be placed closer to 5' with a safety edge, rather than the proposed 4' width. <u>Reason #3:</u> CM #5 increased item HMA, 4E30 (\$430,002.75), CM #6 increased items Cold Milling HMA Surface (\$69,964.52) and CM #7 increased item Cold Milling HMA Surface (\$20,212.10). These items were increased due to the approach adopted to address the heavily distressed longitudinal joints between lanes and shoulders on I-96 within the project limits. MDOT decided to cold mill into the lane and shoulder joint to remove the distressed loose material prior to placement of the leveling HMA mix. This was done for the long-term performance of the pavement and prevent rapid deterioration of these longitudinal joints after completion of the contract work. <u>Reason #4:</u> CM #8 increased items Cold Milling HMA Surface (\$28,881.28), Cold Milling Conc Pavt (\$901.46), HMA, 5E3 (\$101,435.21) and CM #11 increased items Cold Milling HMA Surface (\$60,293.80), CM #11 HMA, 5E3 (\$150,815.84). These items were increased due to the poor condition of the weigh stations within the project limits that needed to be resurfaced. <u>Reason #5:</u> CM #6 increased item HMA, 5E30 (\$321,942.52) and item HMA, 4E30 (\$87,720.75). These items were increased due to the HMA top course yielding slightly heavy. After reviewing the daily yield calculations, this work was deemed acceptable by MDOT. <u>Reason #6:</u> CM #6 increased item Excavation, Earth (\$112,348.20). The sections of the median with proposed cable barrier being installed required a 1:6 slope. Topsoil had to be stripped so the embankment could be placed. This increase was due to the quantity being miscalculated during design. Reasons 1-6 account for \$1,701,096.28, or 66% of the total increase to the project costs.
2	Bay	25032	204664	Rehabilitation of 12 bridges including superstructure, substructure and joint repair, thrie beam retrofit, epoxy overlayand pressure relief joint on various routes in the cities of Flint and Swartz Creek, Genesee and Lapeer Counties.	Z Contractors, Inc.	\$1,046,577.05	\$1,199,860.21	\$153,283.16	14.65%	6/10/2019	1/8/2020	1/8/2020	3/25/2021	M	<u>Reason #1:</u> CM #2 increased item Str, Steel, Retrofit, Furn, F Erect R06 of 25042 (\$23,640.00). CM #4 added items Structural Steel Crack Repair, S09 (\$8,000.00), Welded Fascia Repair, S09 of 25032 (\$8,000.00), Force Account Welded Repair, S17 (\$8,500.00), Structures, Rem Portions S09, Additional (\$17,500.00) and increased items Heat Straightening Steel S09 of 25032 (\$10,500.00), Steel Str, Cleaning, Partial, 4 S09, Additional (\$22,500.00), Steel Str, Coating, Partial, T 4 S09, Additional (\$13,500.00). During construction, additional steel was discovered deteriorated and damaged requiring repairs. Reason 1 accounts for \$112,140.00, or 73% of the total increase to the project costs.

EXHIBIT B
Department Projects
Items to the Commission - July 22, 2021

				Number of ProjectsOver 10% (16 Total)			Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent					
							\$32,645,244.61	\$39,357,677.21	\$6,712,432.60	20.56%					
#	Region	Control Section	Job Number	Project Description	Prime Contractor	Original Contract Amount	Final Contract Amount	Increase	Percent	Date Work Started	Expect Compl.	Actual Compl.	Finaled Date	Designed by MDOT (M) or Consultant (C)	Reason for Additional Project Costs
3	Grand	08052	123181	Bridge replacement with prefabricated superstructure, approach work, concrete curb, gutter, sidewalk, cofferdams, steepiles, sewer, culvert, drainage, guardrail and pavement markings on M-66 over Quaker Brook in the village of Nashville,Barry County.	Davis Construction, Inc.	\$1,932,132.98	\$2,372,815.51	\$440,682.53	22.81%	3/25/2019	9/30/2020	12/6/2019	3/25/2021	M	<p><u>Reason #1:</u> CM #1 added item Schedule Acceleration to account for the cost to accelerate due to the delayed start (\$269,288.97). The justification for this addition to the contract was consideration of the additional length of time that was going to be necessary to operate both the local 1.5 mile detour and the 34 mile truck (state route) detour. While in the development/design phase of the project MDOT negotiated both detours with the Village of Nashville based on having the detours in place from after the Memorial weekend to the August festival date. This time frame was important to the Village do to the condition of their local road surfaces along local detour route, condition of the local road crossing of creek just east of our crossing being replaced as well as impact to school bus routing and local agricultural needs from March to the Memorial weekend. To this end, MDOT negotiated using the Village system as a local detour without upgrading the Villages facilities as a part of the project cost and mitigating other potential costs that would have been a consideration for impacting school programs due to the detours. MDOT's contractor bid the project based language that was not consistent with this agreement which would have allowed the contractor to start the detours in March instead of the intended post Memorial weekend. This would have more than double the length of time for the detour routes to be active. The Grand Rapids TSC (GRSTC) is confident that the accelerated costs approved to maintain the agreement with the Village of Nashville would have been offset by improvements to the local detour route surface and drainage enhancements as well as ensuring school operations on the same detour route. The GRTSC is also confident that had the error in the progress document not been a factor the overall cost of the project would have been proportionally higher based on the short time frame allowed for the work as discussed above. The end date for the detour operation was indeed chosen to accommodate the Villages 150th Anniversary celebration and also chosen to not impact Fall school and Fall harvest operations locally. It should also be noted that this end date was also critical to avoid interlocking the 34 mile truck route detour with another coordinated project detour along M-66 that needed be placed south of this location avoiding further delay as that coordinated project detour had a 39 mile detour. This is significant due to M-66's status in this area as a Super load transport route servicing industry in the Kalamazoo and Battle Creek area connecting I-94 to I-96.</p> <p><u>Reason #2:</u> CM #7 added item Force Account 12" Watermain Work (\$148,745.45). The justification for the additional watermain work was in consideration for the physical location of the watermain encountered. The Village of Nashville located their main for design and utility coordination in consideration of the proposed project work. The Village located the main in error identifying the previous watermain location and not the watermain crossing the creek the contractor encountered. Because the watermain encountered was in direct conflict with the proposed project work MDOT approved the cost to replace the impacted watermain after consulting MDOT's utilities central office staff and gaining consensus and approval from FHWA consistent with our approved utilities coordination/relocation procedures. This consensus and approval was founded on the fact that the project would have needed to provide for the relocation of the watermain in the original letting plans due to the project impact had the correct location been given at the time for design and final plans. Reasons 1 & 2 account for \$418,034.42, or 95% of the total increase to the project costs.</p>
4	Grand	70023	123859	0.37 mi of hot mix asphalt reconstruction, concrete pavement, curb, gutter, sidewalk and ramps, drainage, signals and pavement markings on I-196BL at 112th Avenue, Ottawa County.	Georgetown Construction Company	\$778,597.09	\$857,913.25	\$79,316.16	10.19%	9/30/2019	9/1/2020	5/22/2020	3/18/2021	M	<p><u>Reason #1:</u> CM #1 added items Culv End Sect, 24 inch (\$1,500.00), Dr Structure Cover, Type B (\$850.00), Dr Structure, 48 inch dia (\$2,000.00), and Sewer, CI A, 24 inch, Tr Det B (\$12,000.00). These items were needed to provide drainage at the truck loon located on the south side of eastbound I-196BL, west of 112th Avenue. Prior to the project, drainage was maintained in this area with ditching south of the roadway. The plans called for relocating this ditch; however, the required elevation of the truck loon was up to 4.5 feet higher than shown on the plans. The error in elevation was confirmed with MDOT design staff and cross-sections of the truck loon were provided which indicated the ditch was filled when maintaining required slopes with the correct elevation.</p> <p><u>Reason #2:</u> CM #2 increased item Dr Structure, 24 inch dia (\$1,300.00) and added items Dr Structure Cover, Type B (\$850.00), Dr Structure, 48 inch dia (\$6,000.00), Sewer, CI A, 24 inch, Tr Det B (\$4,800.00), and Sewer, CI A, 12 inch, Tr Det B (\$17,437.00). CM #3 increased item Culv, CI E, 18 inch (\$13,260.00). These items were needed to install additional drainage along the south side of eastbound I-196BL. The plans called for maintaining the existing ditch in this area. Existing site features would not allow for the construction of a ditch that meets current design standards. Reasons 1 & 2 account for \$59,997.00, or 76% of the total increase to the project costs.</p>
5	Southwest	11031	209929	Concrete full depth repair, traffic signal detection upgradeand pavement markings on M-139 at Napier Avenue, PipestoneRoad and Nickerson Avenue, Berrien County.	Rigid Pavement Construction LLC	\$443,487.32	\$515,218.78	\$71,731.46	16.17%	6/6/2020	8/28/2020	8/24/2020	3/18/2021	M	<p><u>Reason #1:</u> CM #1 increased item Pavt Repr, Nonreinf Conc, 10 inch. Additional funds became available and were used to patch additional areas of the road that were found in poor condition. Reason 1 accounts for \$50,524.00, or 70% of the total increase to the project costs.</p>

EXHIBIT B
Department Projects
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				Number of ProjectsOver 10% (16 Total)			Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent					
							\$32,645,244.61	\$39,357,677.21	\$6,712,432.60	20.56%					
#	Region	Control Section	Job Number	Project Description	Prime Contractor	Original Contract Amount	Final Contract Amount	Increase	Percent	Date Work Started	Expect Compl.	Actual Compl.	Finaled Date	Designed by MDOT (M) or Consultant (C)	Reason for Additional Project Costs
6	Superior	42021	201186	26.40 mi of hot mix asphalt resurfacing, concrete sidewalk,sidewalk ramps, guardrail height adjustment and pavement markings on M-26 from US-41 in Phoenix north to Copper Harbor and on US-41 from Copper Harbor east to the end of US-41, Keweenaw County.	Bacco Construction Company	\$3,690,985.03	\$4,288,180.73	\$597,195.70	16.18%	5/4/2020	8/15/2020	10/21/2020	3/11/2021	M	<u>Reason #1:</u> CM #3 added item HMA, LVSP Additional Scratch Course. Existing pavement conditions needed additional scratch course to provide proper depth for cores and to maintain even cross section of overlaid HMA. Reason 1 accounts for \$404,000.00, or 68% of the total increase to the project costs.
7	Grand	54014	204599	Bridge rehabilitation of 8 structures including concrete deck and barrier patching, epoxy overlay, replacement of expansion joint and end header, healer/sealer, guardrail and approach work on US-131 from Indian Lakes Road north to 9 Mile Road (Penasha Road), Kent, Mecosta, and Osceola Counties.	Anlaan Corporation	\$897,233.41	\$1,078,962.19	\$181,728.78	20.25%	4/29/2020	7/27/2020	7/17/2020	4/15/2021	M	<u>Reason #1:</u> CM #1 added items Pavt Mrkg, Wet Reflective, Type R, Tape, 6 inch, White, Temp (\$89,424.00) and Pavt Mrkg, Wet Reflective, Type R, Tape, 6 inch, Yellow, Temp (\$89,424.00). These items were added to increase worker and motorist safety while also reducing user delay cost through the use of a wider/materially improved temporary wet reflective tapes. Reason 1 accounts for \$178,848.00, or 98% of the total increase to the project costs.
8	Metro	50092	127635	0.14 mi of construction of hot mix asphalt passing flare, guardrail replacement, micro-surfacing and overband crack filling of carpool lot and pavement markings on M-19 (New HavenRoad) at the I-94 westbound on ramp, Macomb County.	M. L. Chartier Excavating, Inc.	\$368,784.40	\$552,629.36	\$183,844.96	49.85%	5/27/2020	10/23/2020	10/14/2020	4/1/2021	M	<u>Reason #1:</u> CM #1 increased item Phragmites Plant Material Handling and Disposal, LM (\$66,466.41). During construction it was found that this item was underestimated and quantities were increased to account for the actual volume of phragmites handling and disposal work performed. <u>Reason #2:</u> CM #1 added item Subgrade Undercutting, Type II (\$39,210.89) and CM #2 increased item Subgrade Undercutting, Type II (\$23,165.87). During construction, while excavating, unsuitable subgrade soils were encountered and Subgrade Undercutting was needed. Reasons 1 & 2 account for \$128,843.17, or 70% of the total increase to the project costs.
9	North	15011	209141	1.94 mi of hot mix asphalt temporary widening and drainage improvements on US-31 from Heise Road northerly to Barnard Road, Charlevoix County.	Elmer's Crane and Dozer, Inc.	\$1,255,000.03	\$1,578,653.29	\$323,653.26	25.79%	9/8/2020	11/6/2020	11/11/2020	4/15/2021	M	<u>Reason #1:</u> CM #4 increased item Embankment, CIP, Special. During excavation for the construction of the temporary widening and ditch section, unsuitable soils were encountered. The unsuitable soils consisted of mainly soft and plastic clay, and extended beyond the original excavation limits defined in the plans. MDOT revealed that the clay layer would be within the influence of the new road section being constructed the following year, Job Number 200957A US-31 Roadway Reconstruction, and would need to be removed. Reason 1 accounts for 100% of the total increase to the project costs.
10	Southwest	39051	202025	4.56 mi of hot mix asphalt cold milling and resurfacing, full depth concrete pavement repairs, shoulder work and pavement markings on US-131BR from Dunkley Street to US-131, Kalamazoo County.	Cipparrone Contracting, Inc.	\$1,547,334.95	\$1,830,029.60	\$282,694.65	18.27%	8/17/2020	10/9/2020	10/9/2020	4/8/2021	M	<u>Reason #1:</u> CM #1 increased items Pavt Repr, 2.5 foot, Nonreinf, 10 inch, Special (\$132,904.72) and Pavt Repr, 2.5 foot, Rem, Special (\$92,011.68). These items needed to be increased because during design the quantities were inadvertently calculated incorrectly and MDOT decided to repair additional severely damaged areas for a safer roadway to the motoring public. Reason 1 accounts for \$224,916.40, or 79% of the total increase to the project costs.
11	University	46062	209982	1.84 mi of hot mix asphalt cold milling and single course resurfacing and pavement markings on US-223 from Division Street to Norfolk Southern Railroad crossing and from Humphrey Highway to west of Van Highway, Lenawee County.	Gerken Paving, Inc.	\$572,804.55	\$654,060.30	\$81,255.75	14.19%	8/10/2020	10/29/2020	10/29/2020	4/8/2021	M	<u>Reason #1:</u> CM #3 increased items HMA, 5E3, High Stress (\$67,620.00) and Cold Milling HMA Surface (\$11,616.00). MDOT decided to add additional milling and resurfacing on US-223 from Division to Winter St in the Eastbound and Westbound driving lanes because of the road's poor condition. The contract work was anticipated to stop at western spring point of US-223 and Division street, however additional maintenance funding was available, which allowed for the additional paving. Reason 1 accounts for \$79,236.00, or 97% of the total increase to the project costs.
12	University	23021	209055	0.04 mi of railroad crossing reconstruction and sidewalk ramps on M-79 east of Lincoln Street at the Grand Trunk WesternRailroad and on M-50 between Amity Street and McClure Street at the Grand Trunk Western Railroad in the city of Charlotte, Eaton County.	Anlaan Corporation	\$139,801.00	\$201,708.77	\$61,907.77	44.28%	8/24/2020	9/29/2020	9/29/2020	4/15/2021	M	<u>Reason #1:</u> CM #1 increased item Conc Base Cse, Nonreinf, 9 inch, Modified. The limits of the work were extended due to the concrete base course being heavily distressed. During construction once the HMA surface was removed it became apparent that the long term performance of the pavement section would have been severely compromised if the distressed concrete was not removed. The additional work performed allowed for the longest lasting pavement with the best transition through the Railroad crossing for the public. Reason 1 accounts for \$41,692.00, or 67% of the total increase to the project costs.

EXHIBIT B
Department Projects
Items to the Commission - July 22, 2021

				Number of ProjectsOver 10% (16 Total)			Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent					
							\$32,645,244.61	\$39,357,677.21	\$6,712,432.60	20.56%					
#	Region	Control Section	Job Number	Project Description	Prime Contractor	Original Contract Amount	Final Contract Amount	Increase	Percent	Date Work Started	Expect Compl.	Actual Compl.	Finaled Date	Designed by MDOT (M) or Consultant (C)	Reason for Additional Project Costs
13	University	33091	208284	0.84 mi of hot mix asphalt cold milling and resurfacing withshoulder work on M-52 from M-106 to Green Road in the village of Stockbridge, Ingham County.	Michigan Paving and Materials Company	\$270,313.42	\$314,923.31	\$44,609.89	16.50%	6/17/2020	9/29/2020	9/29/2020	4/22/2021	M	<u>Reason #1:</u> CM #1 added \$27,326.25 to the project. A rectangular rapid flashing beacon was installed at the M-52 and Elizabeth Street intersection to provide additional safety for pedestrians crossing M-52 when traveling to school. Reason 1 accounts for \$27,326.25, or 61% of the total increase to the project costs.
14	Metro	63102	208477	Structure rehabilitation, retaining wall repair, bridge railing patching, cap repair and approach work along I-696 nearCoolidge Highway in the cities of Oak Park and Huntington Woods, Oakland County.	Z Contractors, Inc.	\$1,054,543.38	\$1,209,895.16	\$155,351.78	14.73%	4/21/2020	6/15/2021	9/23/2020	5/20/2021	M	<u>Reason #1:</u> CM #3 added item Emergency Repair for Panel 5, Wall 4. After the hand chipping of the upper portion of the wall was complete, a large crack and void were discovered in the panel. MDOT determined that Panel 5 needed to be repaired immediately. Reason 1 accounts for \$152,768.70, or 98% of the total increase to the project costs.
15	Grand	34044	209902	0.01 mi of upgrading rest area lighting luminaire heads to LED on I-96 westbound at the Portland Rest Area, Ionia County.	J. Ranck Electric, Inc.	\$68,557.66	\$80,424.93	\$11,867.27	17.31%	1/19/2021	2/19/2021	2/18/2021	5/20/2021	M	<u>Reason #1:</u> CM #1 added Exterior Lighting Control, Special (\$971.25). During construction it was noticed that the exterior lights are constantly on. MDOT directed the contractor to wire the circuit controlling these light fixtures to allow for the fixtures to turn off during daylight, and turn on during night hours. <u>Reason #2:</u> CM #1 added items Light Fixture Hardware, Special (\$5,745.08) and Light Pole, Pole Cap (\$1,133.60). During construction pole caps were found to be missing and additional hardware was required to mount the new lights to the existing fixtures. Reasons 1 & 2 account for \$7,849.93, or 66% of the total increase to the project costs.
16	Southwest	13092	116324	0.37 mi of brick pavement reconstruction, storm sewer, concrete curb, gutter and sidewalk and watermain on M-99 (Superior Street) from Ash Street to Vine Street in the city of Albion, Calhoun County.	Hoffman Bros., Inc.	\$4,255,878.98	\$5,730,691.95	\$1,474,812.97	34.65%	4/3/2017	11/1/2019	11/1/2019	5/13/2021	C	<u>Reason #1:</u> CM #14 added items Bettermnt Only-Clay Brick Paver Rd. On a Bit. Setting Bed (\$50,214.90), Clay Brick Paver Rdwy., On A Bit-Setting Bed (\$729,654.28), HMA, Ultra Thin, High Volume (\$137,342.40), HMA, Ultra Thin, Low Volume Parking Areas (\$12,291.40), Pavt, Rem Modified (Brick) Include Cure Removal (\$96,919.04), and Pavt, Rem Modified (HMA) Include Cure Removal (\$30,866.56). This project was built as per plans from Point Of Beginning at Ash Street northerly to the Amtrak Railroad crossing. The plan cross section was new brick over 1" sand setting bed over geotextile fabric over new concrete base course. The concrete base course had 2" diameter weep holes for surface water drainage. In 2017 shortly after the road was open to traffic, and after several freezing periods and rainy periods, the bricks were upheaved in some areas and settled down in other areas. It appeared that the surface water was not draining through the weep holes in the concrete base course. MDOT decided to rebuild all of 2017 season's brick work, using new brick and using an HMA setting bed instead of the original sand setting bed and geotextile fabric under the brick. Reason 1 accounts for \$1,057,288.58, or 72% of the total increase to the project costs.

EXHIBIT B
Local Projects
Items to the Commission - July 22, 2021

				Total Over the Original Cost (All Local)					Total Over the Original Cost (Local/Local)			Total Over the Original Cost (Local/Cons)			
				\$1,371,906.70					\$17,155.57			\$1,354,751.13			
				Number of Projects Over 10% (9 Total)			Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent					
							\$9,951,339.24	\$11,323,245.94	\$1,371,906.70	13.79%					
#	Region	Control Section	Job Number	Project Description	Prime Contractor	Original Contract Amount	Final Contract Amount	Increase	Percent	Date Work Started	Expect Compl.	Actual Compl.	Finaled Date	Designed by Local (L) or Consultant (C)	Reason for Additional Project Costs
1	University	33065	126694	Bridge removal and replacement with a prefabricated truss structure and approach work on Columbia Road over Grand River, Ingham County.	Davis Construction, Inc.	\$1,777,083.39	\$2,001,624.56	\$224,541.17	12.64%	8/14/2017	8/2/2019	5/9/2019	3/4/2021	C	<u>Reason #1:</u> CM #4 added items Battery Back-Up System (\$18,690.00), Detector, Microwave Vehicle (\$22,050.00), One Message LED Blank-Out Sign (\$8,085.00), Cable, Sec, 600V, 1, 3/C#6 (\$945.00), Conduit, DB, 1, 3 inch (\$4,263.00), Controller and Cabinet, Digital Type (\$11,728.50), Fish Beacon, Contr & Cab, Solid State (\$3,517.50), Hh, Polymer Conc (\$2,940.00), Power Co. (Est. Cost to Contractor) (\$2,000.00), Serv Disconnect (\$2,520.00), Sign Optical, LED (\$2,835.00), WirelessIntercn, Sign Mtd Flasher, Master (\$4,200.00), WirelessIntercn, Sign Mtd Flasher, Remote (\$4,200.00), Wood Pole, CI 4, 30 foot (\$4,095.00), and Wood Pole, Fit Up, Sec Cable Pole (\$1,680.00). CM #5 added, increased and decreased items totaling (\$41,836.84). Upon completion of the contract work to construct the through truss bridge it was determined that there was a sight distance issue on the East side of the structure at the intersection with the southern leg of Waverly Road. To address the potentially dangerous situation Ingham County Road Commission determined that a vehicle warning system would need to be installed. The cost of the system was 100% paid by the Ingham CRC. Reason 1 accounts for \$135,585.84, or 60% of the total increase to the project costs.
2	Bay	56000	130265	2.28 mi of cold in place recycling, hot mix asphalt base crushing, shaping, resurfacing and shoulder widening, drainage, and pavement markings on 11 Mile Road from LaPorte Road north to Odd Road then east on Odd Road to Porter Road then north on Porter Road to Pine River, Midland County.	D. J. McQuestion & Sons, Inc.	\$867,117.93	\$989,263.83	\$122,145.90	14.09%	8/19/2019	2/15/2020	6/25/2020	3/25/2021	C	<u>Reason #1:</u> CM #1 added items Shoulder, CI II (\$22,284.00) and Approach, CI II (\$4,456.80). CM #2 increased item Aggregate Base, Modified (\$47,031.12). After reviewing the CIPR mix design, it was decided to eliminate the crush and shape sections, and CIPR the entire project for a more consistent/structural base. Aggregate Base, Modified was increased in accordance with the CIPR mix design. These changes will benefit the life expectancy of this road and made for a more consistent constructed product. Reason 1 accounts for \$73,771.92, or 60% of the total increase to the project costs.
3	Bay	73000	200277	0.51 mi of hot mix asphalt crushing, shaping and resurfacing, rumble strips, signing and pavement markings on Swan Creek Road at South River Road, Saginaw County.	Mid-State Earthworks, Inc.	\$702,624.48	\$812,028.63	\$109,404.15	15.57%	7/8/2019	4/29/2020	4/29/2020	4/15/2021	C	<u>Reason #1:</u> CM #2 added items Sewer, CI A, 12 inch, Tr Det A, CSP (\$49,045.50), Sewer, CI E, 12 inch, Tr Det B (\$7,370.00), Sewer, CI E, 15 inch, Tr Det B (\$7,290.00), Dr Structure, 48 inch dia (\$7,300.00), Dr Structure Cover, Type G (\$4,550.00), and Culv, CI E, 12 inch (\$2,200.00). The Saginaw County Road Commission decided to eliminate the proposed open ditch and instead a storm drainage system was designed then added to the project. These items were required to complete the new storm system and tie into the existing drainage. These items were paid 100% by the Saginaw CRC. Reason 1 accounts for \$77,755.50, or 71% of the total increase to the project costs.
4	Southwest	39000	130822	0.49 mi of hot mix asphalt cold milling and surfacing, aggregate shoulders, signing and pavement markings on K L Avenue from west of Drake Road to Drake Road, Kalamazoo County.	Rieth-Riley Construction Co., Inc.	\$509,338.76	\$596,020.53	\$86,681.77	17.02%	7/16/2018	6/5/2019	6/5/2019	4/15/2021	C	<u>Reason #1:</u> CM #3 added items Remobilization (\$5,428.75) and Aggregate Base, 4 inch (\$9,863.70). CM #4 added items Geotextile, Separator (\$1,200.00) and Riprap, Plain (\$23,600.00). CM #5 added items Traffic Control Increase (\$9,690.68), Trenching, Modified (\$11,250.00), and HMA, 4E3 (\$18,169.31). These items were due to a seasonal suspension of work requested by Kalamazoo County Road Commission. Arcadia Creek, which runs through a ditch to the South of KL Avenue was flowing higher than anticipated during design. Due to water encroaching into the trenching and widening limits, Kalamazoo CRC paused work to determine a solution. These items were 100% paid for by Kalamazoo CRC. Reason 1 accounts for \$79,202.44, or 91% of the total overrun of the project costs.
5	University	81000	129377	Removal and replacement of bituminous surface, replacement of expansion joint, substructure repairs and approach work on Austin Road and Sharon Valley Road over the River Raisin and on McCollum Road over the Saline River, Washtenaw County.	E.T. MacKenzie Company	\$1,920,965.12	\$2,276,219.84	\$355,254.72	18.49%	6/4/2018	7/9/2019	6/14/2019	4/15/2021	C	<u>Reason #1:</u> CM #7 added items Artesian Containment (\$31,550.00), Piezometer Well (\$64,000.00), and Well Screen, Exterior (\$13,435.00). CM #8 added items Grout Ports (\$34,391.50), Grouting, Clean Up (\$13,545.09), and Pressure Grouting (\$74,651.50). CM #10 added item Cofferdams, Left in Place (\$204,500.00). These items were necessary to properly remediate an Artesian issue discovered during construction on Abutment A. The placement of the tremie seal showed water from the Artesian had made the foundation unstable on Abutment A. Reason 1 accounts for 100% of the total overrun of the project costs.
6	University	81000	133161	Bridge removal and replacement with a three sided culvert and approach work on Saline Milan Street over the Koch Drain, Washtenaw County.	Anlaan Corporation	\$1,385,259.96	\$1,530,071.06	\$144,811.10	10.45%	7/2/2019	5/15/2020	5/11/2020	4/15/2021	C	<u>Reason #1:</u> CM #4 increased item Wingwall, Precast (\$83,420.10). This item was increased due to the actual final field measurement of the item found during construction. <u>Reason #2:</u> CM #5 added item Subgrade Undercutting, Modified (\$20,577.18). The undercuts needed to be replaced because the clay soil below the newly placed sand trapped water and caused pumping in the subbase. Reasons 1 & 2 account for \$103,997.28, or 72% of the total increase to the project costs.

EXHIBIT B
Local Projects
Items to the Commission - July 22, 2021

				Number of Projects Over 10% (9 Total)			Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent					
							\$9,951,339.24	\$11,323,245.94	\$1,371,906.70	13.79%					
#	Region	Control Section	Job Number	Project Description	Prime Contractor	Original Contract Amount	Final Contract Amount	Increase	Percent	Date Work Started	Expect Compl.	Actual Compl.	Finaled Date	Designed by Local (L) or Consultant (C)	Reason for Additional Project Costs
7	North	24555	119374	2.25 mi of hot mix asphalt base crushing, shaping and resurfacing, trenching, drainage, signing and pavement marking on North Conway Road from Hathaway Road north to Edward Road, Emmet County.	J & N Construction, LLC	\$1,106,537.56	\$1,231,868.05	\$125,330.49	11.33%	8/22/2018	8/2/2019	8/2/2019	4/29/2021	C	<u>Reason #1:</u> CM #1 added items Culv End Sect, 18 inch End Flare (\$800.00), Culv, CI, 24 inch Poly Coated Outlet Pipe (\$8,552.96), Dr Structure Cover, Type G Inlet Grate (\$800.00), Dr Structure, 72 inch dia Drainage Structure Catch Basin (\$4,620.00), Dr Structure, Tap, 48 inch dia Drainage Structure Catch Basin (\$2,200.00), Pavt, Rem Conc Drive Conc Approach (\$4,688.72), Riprap, Heavy Rip Rap Armoring (\$26,250.00), Sewer, CI A, 18 inch, Tr Det B Lateral Ditch culvert (\$16,557.75), and Sewer, CI E, 24 ich, Tr Det B Conc Pipe Cross Culvert (\$4,486.04). CM #2 added items Culv, CI E, 15 inch Concrete Pipe 15 inch (\$3,584.00), Culv, CI E, 24 inch Concrete Pipe 24 inch (\$13,590.00), Culv, CI E, 18 inch Culvert 18 inch CMP (\$3,696.00), Culv, CI E, 24 inch Culvert 24 inch CMP (\$3,600.00), and Culv, Slp End Sect, 1 on 4, 24in, Transv End Section (\$2,400.00). The project site was not suitable for the drainage features that were incorporated into the design and caused storm runoff to adversely effected a property owner. The project had to be re-designed during construction to accommodate drainage corrections, features to control storm water runoff, control the storm water runoff velocity in the ditch sections, and to construct a more suitable storm water discharge location. Reason 1 accounts for \$95,825.47, or 76% of the total overrun of the project costs.
8	Superior	31000	209558	0.56 mi of hot mix asphalt cold milling and resurfacing, adjust drainage structures and pavement markings on Rockland Street from US-41 to Lake Linden Avenue, Lake Linden Avenue from US-41 to Calumet Avenue and Lake Linden Avenue from Calumet Street to Hecla Street, Houghton County.	Payne & Dolan Inc.	\$164,585.50	\$181,741.07	\$17,155.57	10.42%	7/7/2020	8/14/2020	7/23/2020	4/29/2021	L	<u>Reason #1:</u> CM #2 increased items HMA, 5E1 (\$9,227.45) and HMA, 5E1 (\$2,085.35). The plan depth cold milling operation exposed thinner pavement areas than existing plan thickness so these areas needed additional aggregate base work, hand patching, and paving to ensure a uniform plan depth and grade. Reason 1 accounts for \$11,312.80, or 66% of the total overrun of the project costs.
9	Bay	25402	126579	0.01 mi of removal of existing culvert, construction of precast concrete culvert and approach work on 12th Street over Carman Creek in the city of Flint, Genesee County.	Anlaan Corporation	\$1,517,826.54	\$1,704,408.37	\$186,581.83	12.29%	6/24/2019	7/17/2020	6/18/2020	5/20/2021	C	<u>Reason #1:</u> CM # 3 added item Utility Conflict. This item was for idled equipment and additional soil erosion controls which were needed due to a utility conflict with an 8 inch gas main owned by Consumers Energy. This item was 100% paid for by the City of Flint. Reason 1 accounts for \$145,537.31, or 78% of the total overrun of the project costs.

Performance Matrix: Comparison of Original Contract Costs and Final Contract Costs

Current Summary of MDOT Projects

Time Period	Original Contract Cost	Final Contract Cost	Percent Difference
Current Month, June 2021	\$91,089,439.45	\$92,951,772.79	2.04%
May 2021	\$32,606,105.17	\$34,099,237.96	4.58%
April 2021	\$63,570,150.11	\$62,686,767.45	-1.39%
2021 Fiscal Year	\$658,177,116.67	\$668,570,908.67	1.58%

Five Year Summary of MDOT Projects

Calendar Year	Original Contract Cost	Final Contract Cost	Percent Difference
2017	\$865,144,563.78	\$862,462,531.03	-0.31%
2018	\$625,072,360.55	\$634,821,481.36	1.56%
2019	\$1,116,644,266.64	\$1,116,217,220.06	-0.04%
2020	\$827,434,317.54	\$831,112,832.97	0.44%
2021	\$494,029,003.10	\$497,019,142.13	0.61%

MDOT

CONSTRUCTION PROJECTS FINALED IN APRIL 2021

		MDOT Projects With an Original Contract Amount of					MDOT Projects Designed by MDOT With an Original Contract Amount of				MDOT Projects Designed by Consultants With an Original Contract Amount of				
		\$63,570,150.11					\$59,231,718.21				\$4,338,431.90				
		Total Over the Original Cost					Total Over the Original Cost				Total Over the Original Cost				
		(883,382.66)					(181,867.72)				(701,514.94)				
		Projects Finaled This Month (57 Total)			Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent		# of Jobs Over 10%	# of Jobs Under				
					63,570,150.11	62,686,767.45	(883,382.66)	-1.39%		7	36				
Region	Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Expect Compl.	Actual Compl.	Δ Days **	Designed by MDOT or Cons.	PE Oversight
Bay	4/8/2021	ST	26011	132146A	\$759,837.65	\$669,520.73	(90,316.92)	-11.89%		6/3/2019	6/12/2020	9/17/2019	-269	M	Jason Garza - Mt Pleasant TSC
Bay	4/8/2021	HSIP	73000	206487A	\$596,746.00	\$570,944.30	(25,801.70)	-4.32%		6/15/2020	12/9/2020	12/9/2020	0	M	Armando Lopez - Bay Region Office
Bay	4/15/2021	GF19	25074	204083A	\$2,320,169.70	\$2,068,613.96	(251,555.74)	-10.84%		6/3/2019	8/24/2019	8/24/2019	0	M	Keith Brown-Davison TSC
Bay	4/29/2021	NH	77024	202464A	\$176,174.00	\$178,321.63	2,147.63	1.22%		6/11/2020	9/5/2020	9/5/2020	0	C	Armando Lopez - Davison TSC
Grand	4/15/2021	M	08071	202999A	\$1,548,759.26	\$1,540,099.06	(8,660.20)	-0.56%		7/29/2019	8/25/2020	8/25/2020	0	M	Dave Helmstetter - URS Corporation
Grand	4/15/2021	NH	41000	200144A	\$513,000.00	\$503,669.57	(9,330.43)	-1.82%		7/22/2020	9/25/2020	9/16/2020	-9	M	Tanya Pawlukiewicz - Grand Rapids TSC
Grand	4/15/2021	ST	41121	207934A	\$2,067,777.74	\$2,090,666.84	22,889.10	1.11%		8/4/2020	9/25/2020	9/4/2020	-21	M	Tanya Pawlukiewicz - Grand Rapids TSC
Grand	4/15/2021	M	54014	204599A	\$897,233.41	\$1,078,962.19	181,728.78	20.25%	*	4/29/2020	7/27/2020	7/17/2020	-10	M	Kevin McReynolds - Cadillac TSC
Grand	4/22/2021	NH	08012	202014A	\$27,703.40	\$26,771.69	(931.71)	-3.36%		6/1/2020	11/6/2020	11/6/2020	0	M	Dave Helmstetter - URS Corporation
Grand	4/22/2021	ST	08032	200108A	\$1,937,641.14	\$1,927,840.68	(9,800.46)	-0.51%		6/1/2020	11/6/2020	11/6/2020	0	M	Dave Helmstetter - URS Corporation
Grand	4/22/2021	NH	59012	205803A	\$1,264,518.73	\$1,252,252.90	(12,265.83)	-0.97%		3/31/2020	8/11/2020	8/11/2020	0	M	Kevin McReynolds - Cadillac TSC
Grand	4/29/2021	NH	54014	204213A	\$1,140,187.50	\$1,175,215.59	35,028.09	3.07%		5/13/2020	6/21/2020	10/21/2020	122	M	Kevin McReynolds - Cadillac TSC
Grand	4/29/2021	ST	54014	204379A	\$20,143.70	\$17,568.90	(2,574.80)	-12.78%		5/13/2020	6/21/2020	10/21/2020	122	M	Kevin McReynolds - Cadillac TSC
Grand	4/29/2021	ST	54022	204067A	\$342,471.90	\$341,246.19	(1,225.71)	-0.36%		6/1/2020	8/15/2020	8/15/2020	0	M	Kevin McReynolds - Cadillac TSC
Metro	4/1/2021	CM	50092	127635A	\$368,784.40	\$552,629.36	183,844.96	49.85%	*	5/27/2020	10/23/2020	10/14/2020	-9	M	Cheryl Palmer-Macomb TSC
Metro	4/15/2021	ST	84917	125859A	\$5,213,262.66	\$5,125,217.84	(88,044.82)	-1.69%		8/7/2018	1/31/2020	1/29/2020	-2	M	Erica Rowley - Tyme Engineering
Metro	4/22/2021	M	82081	206745A	\$298,999.55	\$292,771.15	(6,228.40)	-2.08%		5/11/2020	1/15/2021	1/15/2021	0	M	Jeff Horne-Taylor TSC
Metro	4/29/2021	NH	82072	204328A	\$1,204,548.97	\$1,142,999.85	(61,549.12)	-5.11%		4/24/2020	9/3/2020	9/3/2020	0	M	Victor Judnic - HNTB
North	4/8/2021	M	16033	204263A	\$588,492.15	\$631,740.08	43,247.93	7.35%		9/15/2020	10/16/2020	10/16/2020	0	M	Brad Swanson-Gaylord TSC
North	4/15/2021	M	04021	203968A	\$3,797,073.07	\$3,692,582.05	(104,491.02)	-2.75%		4/24/2020	9/10/2020	9/10/2020	0	M	David Krentz - Alpena TSC
North	4/15/2021	ST	04031	203958A	\$1,098,214.54	\$1,031,325.35	(66,889.19)	-6.09%		4/24/2020	9/10/2020	9/10/2020	0	M	David Krentz - Alpena TSC
North	4/15/2021	NH	15011	209141A	\$1,255,000.03	\$1,578,653.29	323,653.26	25.79%	*	9/8/2020	11/6/2020	11/11/2020	5	M	Brad Swanson-Gaylord TSC
North	4/29/2021	NH	16091	204288A	\$628,943.40	\$617,765.77	(11,177.63)	-1.78%		8/3/2020	10/25/2020	10/30/2020	5	M	Brad Swanson-Gaylord TSC
North	4/29/2021	NH	20014	204286A	\$1,163,288.49	\$1,192,842.25	29,553.76	2.54%		5/9/2020	7/23/2020	8/31/2020	39	M	Brad Swanson-Gaylord TSC
Southwest	4/1/2021	M	12021	200706A	\$1,589,589.82	\$1,385,856.78	(203,733.04)	-12.82%		10/4/2019	6/27/2020	6/27/2020	0	M	Greg Finnila-Marshall TSC
Southwest	4/1/2021	NH	12021	200707A	\$488,661.25	\$421,127.68	(67,533.57)	-13.82%		10/4/2019	6/27/2020	6/27/2020	0	M	Greg Finnila-Marshall TSC
Southwest	4/8/2021	M	39051	202025A	\$1,547,334.95	\$1,830,029.60	282,694.65	18.27%	*	8/17/2020	10/9/2020	10/9/2020	0	M	Chris Jacobs - Kalamazoo TSC
Southwest	4/15/2021	M	12031	200511A	\$1,018,387.63	\$980,944.21	(37,443.42)	-3.68%		9/12/2018	11/9/2018	4/24/2019	166	M	Greg Finnila-Marshall TSC
Southwest	4/15/2021	HSIP	13082	127639A	\$379,534.23	\$378,935.39	(598.84)	-0.16%		7/20/2020	11/13/2020	8/26/2020	-79	M	Greg Finnila-Marshall TSC
Southwest	4/22/2021	M	13016	210052A	\$1,231,135.40	\$1,193,941.28	(37,194.12)	-3.02%		9/9/2020	10/23/2020	10/23/2020	0	M	Greg Finnila-Marshall TSC
Southwest	4/22/2021	M	13131	206614A	\$265,823.25	\$269,499.15	3,675.90	1.38%		10/7/2019	5/15/2020	5/15/2020	0	M	Greg Finnila-Marshall TSC
Southwest	4/22/2021	ST	39000	208671A	\$70,211.15	\$67,639.60	(2,571.55)	-3.66%		7/7/2020	10/9/2020	10/9/2020	0	M	Chris Jacobs - Kalamazoo TSC
Southwest	4/22/2021	IM	39024	203643A	\$4,307,899.16	\$4,105,204.74	(202,694.42)	-4.71%		7/7/2020	10/9/2020	10/9/2020	0	M	Chris Jacobs - Kalamazoo TSC
Southwest	4/29/2021	ST	78061	203672A	\$380,495.31	\$364,946.71	(15,548.60)	-4.09%		7/27/2020	10/2/2020	9/24/2020	-8	M	Greg Finnila-Marshall TSC
Superior	4/1/2021	ST	17032	202011A	\$30,779.02	\$27,317.40	(3,461.62)	-11.25%		7/2/2019	10/25/2019	7/12/2019	-105	M	Mike Lusk-Newberry TSC
Superior	4/1/2021	ST	48042	205295A	\$480,000.00	\$480,000.00	0.00	0.00%		7/22/2019	10/15/2019	8/22/2019	-54	M	Mike Lusk-Newberry TSC
Superior	4/1/2021	M	49041	132036A	\$2,574,620.96	\$2,667,681.69	93,060.73	3.61%		8/12/2019	9/20/2019	9/20/2019	0	M	Mike Lusk-Newberry TSC
Superior	4/1/2021	NH	75022	202949A	\$2,598,314.11	\$2,641,236.28	42,922.17	1.65%		5/6/2019	12/13/2019	12/13/2019	0	M	Mike Lusk-Newberry TSC
Superior	4/1/2021	M	75052	201148A	\$1,697,944.74	\$1,535,112.92	(162,831.82)	-9.59%		6/6/2019	10/15/2019	8/13/2019	-63	M	Mike Lusk-Newberry TSC
Superior	4/8/2021	HSIP	21000	200452A	\$202,500.00	\$202,500.00	0.00	0.00%		8/13/2018	11/15/2018	10/31/2018	-15	M	Mike Lusk-Newberry TSC

MDOT

CONSTRUCTION PROJECTS FINALED IN APRIL 2021

		MDOT Projects With an Original Contract Amount of						MDOT Projects Designed by MDOT With an Original Contract Amount of			MDOT Projects Designed by Consultants With an Original Contract Amount of				
		\$63,570,150.11						\$59,231,718.21			\$4,338,431.90				
		Total Over the Original Cost						Total Over the Original Cost			Total Over the Original Cost				
		(883,382.66)						(181,867.72)			(701,514.94)				
		Projects Finalized This Month (57 Total)			Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent		# of Jobs Over 10%	# of Jobs Under				
					63,570,150.11	62,686,767.45	(883,382.66)	-1.39%		7	36				
Region	Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Expect Compl.	Actual Compl.	Δ Days **	Designed by MDOT or Cons.	PE Oversight
Superior	4/8/2021	ST	48042	202205A	\$480,000.00	\$480,000.00	0.00	0.00%		8/6/2018	5/30/2019	5/30/2019	0	M	Mike Lusk-Newberry TSC
Superior	4/8/2021	ST	49131	201209A	\$1,962,129.69	\$1,976,525.35	14,395.66	0.73%		5/13/2019	10/18/2019	8/16/2019	-63	M	Mike Lusk-Newberry TSC
Superior	4/8/2021	HSIP	75061	202904A	\$274,520.04	\$265,466.60	(9,053.44)	-3.30%		11/5/2018	5/15/2019	5/15/2019	0	M	Mike Lusk-Newberry TSC
Superior	4/15/2021	EDF	17032	200553A	\$188,291.02	\$186,820.17	(1,470.85)	-0.78%		7/8/2019	10/15/2019	8/2/2019	-74	M	Mike Lusk-Newberry TSC
Superior	4/15/2021	M	17032	200694A	\$609,080.57	\$586,849.89	(22,230.68)	-3.65%		7/8/2019	10/15/2019	8/2/2019	-74	M	Mike Lusk-Newberry TSC
Superior	4/15/2021	ST	49026	132025A	\$628,299.20	\$571,773.25	(56,525.95)	-9.00%		4/25/2018	9/15/2018	6/14/2018	-93	C	Mike Lusk-Newberry TSC
Superior	4/22/2021	ST	17012	129838A	\$2,397,927.50	\$1,962,440.07	(435,487.43)	-18.16%		8/1/2018	7/2/2019	7/10/2019	8	C	Mike Lusk-Newberry TSC
Superior	4/22/2021	NH	17062	132027A	\$1,136,031.20	\$924,382.01	(211,649.19)	-18.63%		8/1/2018	7/2/2019	7/10/2019	8	C	Mike Lusk-Newberry TSC
Superior	4/22/2021	NH	75022	200697A	\$668,696.83	\$691,829.90	23,133.07	3.46%		5/7/2018	10/15/2018	6/7/2018	-130	M	Mike Lusk-Newberry TSC
Superior	4/29/2021	NH	17063	131847A	\$975,523.68	\$966,006.37	(9,517.31)	-0.98%		7/9/2018	11/15/2018	11/15/2018	0	M	Mike Lusk-Newberry TSC
Superior	4/29/2021	GF19	49023	203833A	\$868,925.14	\$886,159.82	17,234.68	1.98%		9/3/2019	10/25/2019	10/25/2019	0	M	Mike Lusk-Newberry TSC
University	4/8/2021	M	38111	210144A	\$1,082,349.72	\$1,077,247.81	(5,101.91)	-0.47%		8/17/2020	10/29/2020	10/29/2020	0	M	Samuel Sorensen-Jackson TSC
University	4/8/2021	M	46062	209982A	\$572,804.55	\$654,060.30	81,255.75	14.19%	*	8/10/2020	10/29/2020	10/29/2020	0	M	Samuel Sorensen-Jackson TSC
University	4/15/2021	MRR	23021	209055A	\$139,801.00	\$201,708.77	61,907.77	44.28%	*	8/24/2020	9/29/2020	9/29/2020	0	M	Jason Early-Lansing TSC
University	4/15/2021	HSIP	38082	206553A	\$2,716,578.28	\$2,683,971.93	(32,606.35)	-1.20%		5/30/2020	12/1/2020	12/1/2020	0	M	Jason Early-Lansing TSC
University	4/22/2021	M	33091	208284A	\$270,313.42	\$314,923.31	44,609.89	16.50%	*	6/17/2020	9/29/2020	9/29/2020	0	M	Jason Early-Lansing TSC
University	4/22/2021	HSIP	38082	206555A	\$506,675.90	\$404,407.25	(102,268.65)	-20.18%		7/30/2020	12/1/2020	12/1/2020	0	M	Jason Early-Lansing TSC
					Original	Final		Over/Under %							
			All MDOT		\$63,570,150.11	All MDOT Proj	\$62,686,767.45	-1.39%							
			MDOT/MDOT		\$59,231,718.21	MDOT Des.	\$59,049,850.49	-0.31%							
			MDOT/Cons.		\$4,338,431.90	Cons. Designed	\$3,636,916.96	-16.17%							

LOCAL

CONSTRUCTION PROJECTS FINALED IN APRIL 2021

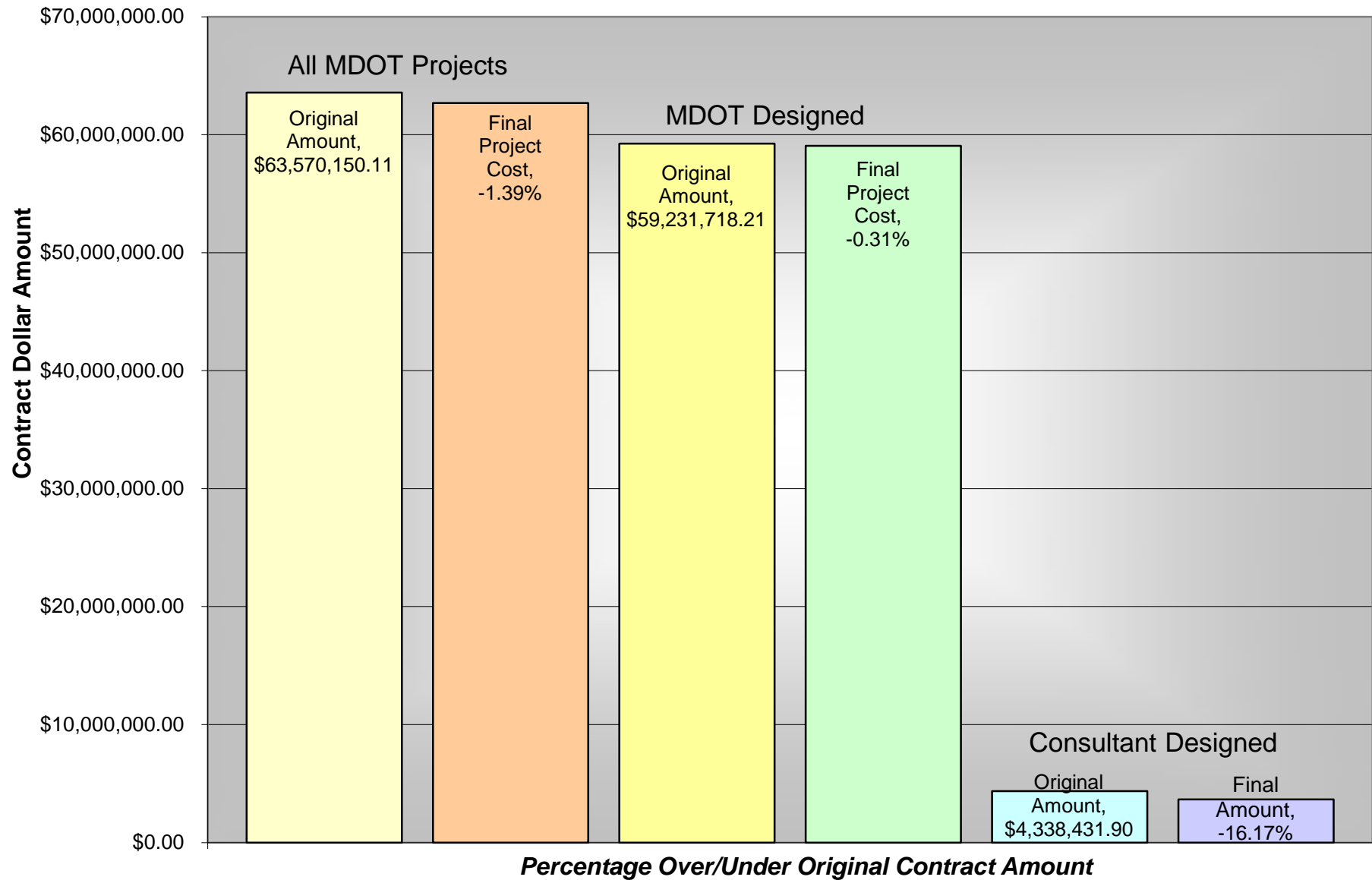
LOCAL PROJECTS FINALED THIS MONTH (69 Total)				TOTAL ORIGINAL CONTRACT AMOUNT	TOTAL FINAL CONTRACT AMOUNT	TOTAL INCREASE OR DECREASE	TOTAL PERCENT		# OF JOBS OVER 10%	#OF JOBS UNDER
				46,189,348.78	45,423,365.40	(765,983.38)	-1.66%		6	41
Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Designed by
4/1/2021	HSIP	26000	207355A	\$137,895.21	\$143,779.21	5,884.00	4.27%		9/10/2020	C
4/1/2021	HSIP	26000	207407A	\$92,093.46	\$92,018.71	(74.75)	-0.08%		9/10/2020	C
4/1/2021	STL	79000	206185A	\$521,688.99	\$483,513.89	(38,175.10)	-7.32%		10/1/2020	C
4/1/2021	STU	70000	130710A	\$1,137,704.45	\$982,999.83	(154,704.62)	-13.60%		10/3/2019	L
4/8/2021	BRT	56000	133034A	\$595,970.06	\$578,086.94	(17,883.12)	-3.00%		5/16/2019	C
4/8/2021	ER	56000	203305A	\$448,297.00	\$439,120.71	(9,176.29)	-2.05%		7/8/2019	C
4/8/2021	HSIP	76000	203457A	\$1,121,218.36	\$1,088,466.94	(32,751.42)	-2.92%		6/10/2019	C
4/8/2021	CM	41400	120835A	\$539,904.25	\$443,651.17	(96,253.08)	-17.83%		5/4/2020	C
4/8/2021	TAU	82457	132537A	\$398,722.00	\$373,800.50	(24,921.50)	-6.25%		3/28/2019	C
4/8/2021	STL	68000	202334A	\$426,482.06	\$429,140.35	2,658.29	0.62%		5/21/2020	C
4/8/2021	STU	39000	130810A	\$1,559,560.15	\$1,249,911.68	(309,648.47)	-19.85%		6/4/2018	C
4/8/2021	HRRR	81000	203388A	\$432,066.70	\$455,640.50	23,573.80	5.46%		8/29/2019	C
4/8/2021	NH	82000	203546A	\$3,063,144.17	\$2,883,784.24	(179,359.93)	-5.86%		8/5/2019	L
4/8/2021	STL	11000	206937A	\$425,180.10	\$392,645.29	(32,534.81)	-7.65%		5/7/2020	L
4/8/2021	STL	11000	206939A	\$333,685.30	\$295,029.03	(38,656.27)	-11.58%		5/7/2020	L
4/8/2021	STL	48555	130393A	\$393,773.85	\$377,712.52	(16,061.33)	-4.08%		6/5/2020	L
4/8/2021	STL	19000	205127A	\$410,364.20	\$420,852.68	10,488.48	2.56%		6/8/2020	L
4/8/2021	STL	19000	206982A	\$279,863.75	\$293,430.86	13,567.11	4.85%		6/8/2020	L
4/8/2021	MCS	19000	208051A	\$206,179.22	\$201,400.98	(4,778.24)	-2.32%		6/8/2020	L
4/8/2021	MCS	19000	208052A	\$323,016.80	\$313,125.90	(9,890.90)	-3.06%		6/8/2020	L
4/15/2021	HRRR	73000	200277A	\$702,624.48	\$812,028.63	109,404.15	15.57%	*	7/8/2019	C
4/15/2021	FLAP	73000	202625A	\$615,149.94	\$556,475.57	(58,674.37)	-9.54%		5/27/2020	C
4/15/2021	STU	41000	130590A	\$2,318,072.20	\$2,248,074.18	(69,998.02)	-3.02%		7/9/2018	C
4/15/2021	TAU	41000	202472A	\$301,633.50	\$259,992.67	(41,640.83)	-13.81%		7/9/2018	C
4/15/2021	TAU	82000	208959A	\$276,000.00	\$246,380.71	(29,619.29)	-10.73%		7/6/2020	C
4/15/2021	STU	39000	130822A	\$509,338.76	\$596,020.53	86,681.77	17.02%	*	7/16/2018	C
4/15/2021	STL	39555	130143A	\$1,281,669.50	\$1,059,911.20	(221,758.30)	-17.30%		3/10/2020	C
4/15/2021	BHT	81000	129377A	\$1,920,965.12	\$2,276,219.84	355,254.72	18.49%	*	6/4/2018	C
4/15/2021	BRT	81000	133161A	\$1,385,259.96	\$1,530,071.06	144,811.10	10.45%	*	7/2/2019	C
4/15/2021	STL	81000	202702A	\$332,500.00	\$338,878.03	6,378.03	1.92%		7/6/2020	C
4/15/2021	STUL	29000	133073A	\$542,530.79	\$542,245.77	(285.02)	-0.05%		5/8/2020	L
4/15/2021	STU	41000	130594A	\$1,215,721.01	\$1,136,989.70	(78,731.31)	-6.48%		7/6/2020	L
4/15/2021	STU	41000	200863A	\$557,092.28	\$578,045.74	20,953.46	3.76%		7/15/2019	L
4/15/2021	ST	41000	206983A	\$794,550.00	\$764,468.91	(30,081.09)	-3.79%		5/11/2020	L
4/15/2021	STL	02555	129815A	\$511,085.00	\$493,592.70	(17,492.30)	-3.42%		6/1/2020	L
4/15/2021	STL	17555	113006A	\$528,410.40	\$546,777.04	18,366.64	3.48%		6/7/2016	L
4/15/2021	HSIP	17609	120127A	\$98,889.45	\$79,343.43	(19,546.02)	-19.77%		6/7/2016	L
4/15/2021	NH	81000	201829A	\$802,234.52	\$827,510.54	25,276.02	3.15%		7/13/2018	L
4/15/2021	EDD	81000	202469A	\$270,373.15	\$270,982.80	609.65	0.23%		7/13/2018	L

LOCAL

CONSTRUCTION PROJECTS FINALED IN APRIL 2021

LOCAL PROJECTS FINALED THIS MONTH (69 Total)				TOTAL ORIGINAL CONTRACT AMOUNT	TOTAL FINAL CONTRACT AMOUNT	TOTAL INCREASE OR DECREASE	TOTAL PERCENT		# OF JOBS OVER 10%	#OF JOBS UNDER
				46,189,348.78	45,423,365.40	(765,983.38)	-1.66%		6	41
Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Designed by
4/15/2021	STL	81000	202574A	\$655,527.19	\$621,361.25	(34,165.94)	-5.21%		7/13/2018	L
4/15/2021	STL	81000	202727A	\$197,923.25	\$189,738.11	(8,185.14)	-4.14%		7/13/2018	L
4/15/2021	STU	81000	202828A	\$10,145.76	\$9,234.01	(911.75)	-8.99%		7/13/2018	L
4/15/2021	CPMG	77000	202929A	\$1,134,347.68	\$1,160,041.83	25,694.15	2.27%		7/16/2020	L
4/15/2021	ST	77111	103341A	\$26,496.32	\$27,108.77	612.45	2.31%		07/16/20	L
4/22/2021	TA	25000	200067A	\$992,029.30	\$1,024,830.59	32,801.29	3.31%		03/13/18	C
4/22/2021	HSIP	25000	207352A	\$329,827.83	\$334,156.58	4,328.75	1.31%		10/06/20	C
4/22/2021	STL	79555	130161A	\$717,710.00	\$779,105.27	61,395.27	8.55%		03/22/19	C
4/22/2021	STUL	61000	130782A	\$367,386.00	\$396,505.62	29,119.62	7.93%		07/08/19	C
4/22/2021	STU	82000	203523A	\$2,835,089.97	\$2,694,639.44	(140,450.53)	-4.95%		04/20/20	C
4/22/2021	TAU	82000	204956A	\$899,009.50	\$881,678.92	(17,330.58)	-1.93%		04/20/20	C
4/22/2021	STUL	27430	133039A	\$523,293.87	\$529,336.87	6,043.00	1.15%		06/03/20	C
4/22/2021	STU	14000	130763A	\$277,152.00	\$271,730.38	(5,421.62)	-1.96%		07/16/20	L
4/22/2021	STL	14000	203032A	\$155,006.95	\$156,746.45	1,739.50	1.12%		07/20/20	L
4/22/2021	STL	14000	207342A	\$141,659.50	\$140,532.32	(1,127.18)	-0.80%		06/08/20	L
4/22/2021	STL	14555	129857A	\$112,388.55	\$114,563.91	2,175.36	1.94%		07/20/20	L
4/22/2021	STL	14555	129858A	\$130,320.79	\$130,296.49	(24.30)	-0.02%		06/08/20	L
4/29/2021	CMG	61000	202161A	\$11,403.26	\$11,002.59	(400.67)	-3.51%		06/22/18	L
4/29/2021	STUL	70000	130728A	\$1,806,390.00	\$1,751,735.36	(54,654.64)	-3.03%		09/23/19	L
4/29/2021	STL	29000	206064A	\$525,760.34	\$513,729.79	(12,030.55)	-2.29%		05/26/20	C
4/29/2021	MCS	04000	202424A	\$784,730.13	\$788,247.76	3,517.63	0.45%		02/03/20	C
4/29/2021	STL	24555	119374A	\$1,106,537.56	\$1,231,868.05	125,330.49	11.33%	*	08/22/18	C
4/29/2021	TAUL	78000	209004A	\$1,160,569.50	\$1,155,287.97	(5,281.53)	-0.46%		05/11/20	C
4/29/2021	ER	31000	204456A	\$766,025.69	\$762,119.67	(3,906.02)	-0.51%		09/05/19	C
4/29/2021	ER	31000	207996A	\$698,332.77	\$675,577.88	(22,754.89)	-3.26%		05/04/20	C
4/29/2021	STUL	11000	130865A	\$765,426.80	\$692,866.85	(72,559.95)	-9.48%		09/21/20	L
4/29/2021	STL	14555	129856A	\$132,890.59	\$138,559.19	5,668.60	4.27%		06/08/20	L
4/29/2021	STUL	31000	209558A	\$164,585.50	\$181,741.07	17,155.57	10.42%	*	07/07/20	L
4/29/2021	ER	31000	210119A	\$131,057.81	\$120,185.90	(10,871.91)	-8.30%		07/14/20	L
4/29/2021	EDD	55555	120964A	\$819,414.23	\$836,715.53	17,301.30	2.11%		07/22/20	L

MDOT Construction Projects Finaled April 2021



MDOT

			MDOT Projects With an Original Contract Amount of				MDOT Projects Designed by MDOT With an Original Contract Amount of			MDOT Projects Designed by Consultants With an Original Contract Amount of						
			\$32,606,105.17				\$22,478,136.17			\$10,127,969.00						
			Total Over the Original Cost				Total Over the Original Cost			Total Over the Original Cost						
			1,493,132.79				(67,077.44)			1,560,210.23						
			Projects Finaled This Month (26 Total)		Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent		# of Jobs Over 10%	# of Jobs Under					
					32,606,105.17	34,099,237.96	1,493,132.79	4.58%		3	12					
Region	Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Expect Compl.	Actual Compl.	Δ Days **	Designed by MDOT or Cons.	PE Oversight	
Grand	5/20/2021	M	08051	205355A	\$997,772.08	\$1,070,143.08	72,371.00	7.25%		7/6/2020	11/24/2020	9/25/2020	-60	M	Daniel Roberts - Grand Rapids TSC	
Grand	5/20/2021	ST	34044	209902A	\$68,557.66	\$80,424.93	11,867.27	17.31%	*	1/19/2021	2/19/2021	2/18/2021	-1	M	Tanya Pawlukiewicz - Grand Rapids TSC	
Grand	5/27/2021	ST	03021	200138A	\$1,056,142.63	\$947,152.00	(108,990.63)	-10.32%		5/4/2020	6/4/2021	7/14/2020	-325	M	Fred Droski - L.S. Engineering, Inc.	
Grand	5/27/2021	ST	08041	200146A	\$525,959.64	\$537,491.38	11,531.74	2.19%		5/4/2020	6/4/2021	7/14/2020	-325	M	Fred Droski - L.S. Engineering, Inc.	
Grand	5/27/2021	NH	34081	200152A	\$332,286.13	\$325,302.18	(6,983.95)	-2.10%		5/4/2020	6/4/2021	7/14/2020	-325	M	Fred Droski - L.S. Engineering, Inc.	
Grand	5/27/2021	M	61072	207989A	\$1,315,877.50	\$1,400,710.85	84,833.35	6.45%		6/1/2020	6/25/2021	10/8/2020	-260	M	Gregg Zack - Muskegon TSC	
Metro	5/6/2021	CM	63043	120428A	\$1,870,771.80	\$1,968,097.39	97,325.59	5.20%		12/3/2018	10/31/2020	9/10/2020	-51	C	Ryan Nowinski - Tyme Engineering	
Metro	5/20/2021	M	63102	208477A	\$1,054,543.38	\$1,209,895.16	155,351.78	14.73%	*	4/21/2020	6/15/2021	9/23/2020	-265	M	Gina Red Craig - Oakland TSC	
Metro	5/20/2021	ST	82081	130124A	\$1,401,398.02	\$1,410,201.97	8,803.95	0.63%		3/16/2020	10/17/2020	10/17/2020	0	C	Sean Kerley - Taylor TSC	
Metro	5/27/2021	IM	50111	132111A	\$5,908,859.99	\$5,712,252.35	(196,607.64)	-3.33%		9/23/2019	9/21/2020	9/21/2020	0	M	Mike Royalty - Rowe Prof Services	
Metro	5/27/2021	HSIP	63000	206543A	\$858,761.85	\$817,626.88	(41,134.97)	-4.79%		5/6/2020	12/1/2020	11/19/2020	-12	M	Gerard Pawloski - Metro Region	
Metro	5/27/2021	NH	82025	201021A	\$136,916.50	\$140,664.44	3,747.94	2.74%		9/18/2018	8/7/2020	8/7/2020	0	M	Bonnie Yu - Detroit TSC	
North	5/27/2021	NH	24011	204285A	\$1,272,126.04	\$1,182,262.65	(89,863.39)	-7.06%		7/13/2020	9/25/2020	9/22/2020	-3	M	Brad Swanson-Gaylord TSC	
Southwest	5/6/2021	HSIP	39000	206546A	\$1,771,228.43	\$1,817,126.46	45,898.03	2.59%		4/24/2020	11/30/2020	11/2/2020	-28	M	Andy Stamm-Southwest Region	
Southwest	5/6/2021	HSIP	39000	206547A	\$288,144.00	\$281,327.73	(6,816.27)	-2.37%		6/24/2020	11/30/2020	10/24/2020	-37	M	Michael Bippley - Kalamazoo Region Traffic Engineer	
Southwest	5/6/2021	NH	39024	204725A	\$258,336.21	\$254,051.23	(4,284.98)	-1.66%		9/13/2019	5/1/2020	5/29/2020	28	M	Andy Stamm-Southwest Region	
Southwest	5/6/2021	ST	78054	200708A	\$1,235,098.18	\$1,213,856.30	(21,241.88)	-1.72%		6/22/2020	10/17/2020	10/17/2020	0	M	Greg Finnila-Marshall TSC	
Southwest	5/6/2021	ST	78062	204317A	\$986,596.35	\$987,845.25	1,248.90	0.13%		5/26/2020	9/12/2020	9/12/2020	0	M	Greg Finnila-Marshall TSC	
Southwest	5/13/2021	ST	13092	116324A	\$4,255,878.98	\$5,730,691.95	1,474,812.97	34.65%	*	4/3/2017	11/1/2019	11/1/2019	0	C	Andris Strupulis-Marshall TSCXXX19	
Southwest	5/20/2021	M	78061	210216A	\$646,136.14	\$693,086.77	46,950.63	7.27%			10/23/2020	10/20/2020	-3	M	Greg Finnila-Marshall TSC	
Superior	5/13/2021	GF18	75032	201162A	\$1,967,906.28	\$1,921,071.20	(46,835.08)	-2.38%		7/16/2018	9/19/2018	9/19/2018	0	M	Mike Lusk-Newberry TSC	
Superior	5/27/2021	ST	66042	202664A	\$576,385.00	\$589,823.40	13,438.40	2.33%		5/21/2019	9/27/2019	7/24/2019	-65	M	Alan Anderson - Ishpeming TSC	
University	5/13/2021	M	47082	206746A	\$167,502.18	\$159,980.14	(7,522.04)	-4.49%		3/2/2020	7/13/2020	6/10/2020	-33	M	Jim Daavetila-Brighton TSC	
University	5/13/2021	ST	81011	132609A	\$1,053,000.00	\$1,068,964.35	15,964.35	1.52%		7/31/2019	7/2/2020	7/2/2020	0	M	Brad Abar-Spalding DeDecker	
University	5/27/2021	CM	19041	120416A	\$1,971,246.45	\$1,955,653.37	(15,593.08)	-0.79%		5/28/2019	6/9/2020	6/9/2020	0	C	Jason Early-Lansing TSC	
University	5/27/2021	HSIP	33043	132631A	\$628,673.75	\$623,534.55	(5,139.20)	-0.82%		5/28/2019	6/9/2020	6/9/2020	0	C	Jason Early-Lansing TSC	
					Original		Final	Over/Under %								
			All MDOT		\$32,606,105.17	All MDOT Proj	\$34,099,237.96	4.58%								
			MDOT/MDOT		\$22,478,136.17	MDOT Des.	\$22,411,058.73	-0.30%								
			MDOT/Cons.		\$10,127,969.00	Cons. Designed	\$11,688,179.23	15.40%								

LOCAL

CONSTRUCTION PROJECTS FINALED IN MAY 2021

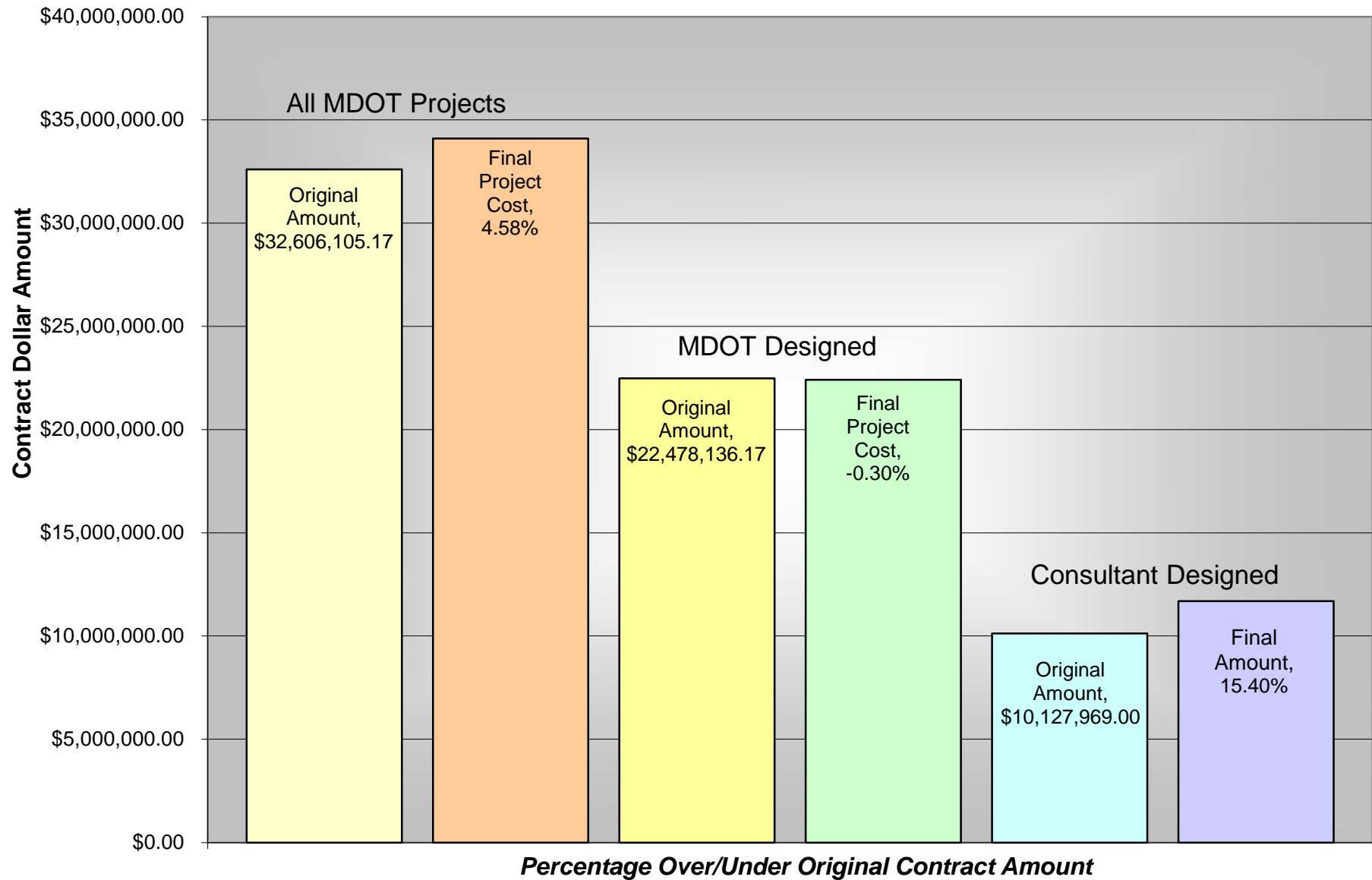
LOCAL PROJECTS FINALED THIS MONTH (28 Total)				TOTAL ORIGINAL CONTRACT AMOUNT	TOTAL FINAL CONTRACT AMOUNT	TOTAL INCREASE OR DECREASE	TOTAL PERCENT		# OF JOBS OVER 10%	#OF JOBS UNDER
				22,052,708.14	21,838,874.94	(213,833.20)	-0.97%		1	18
Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Designed by
5/6/2021	HSIP	61000	202854A	\$52,306.55	\$47,705.04	(4,601.51)	-8.80%		8/7/2019	L
5/6/2021	TAUL	13000	202475A	\$634,320.02	\$638,565.65	4,245.63	0.67%		8/20/2019	L
5/6/2021	STL	09000	209417A	\$713,654.56	\$640,356.01	(73,298.55)	-10.27%		7/20/2020	C
5/6/2021	STL	74000	206396A	\$236,941.90	\$231,065.23	(5,876.67)	-2.48%		9/15/2020	C
5/6/2021	STL	61000	130496A	\$2,969,974.00	\$2,788,678.14	(181,295.86)	-6.10%		6/1/2020	C
5/6/2021	STL	29000	206063A	\$425,830.24	\$444,566.71	18,736.47	4.40%		5/14/2020	L
5/6/2021	STUL	11000	130790A	\$704,446.20	\$677,679.99	(26,766.21)	-3.80%		7/1/2020	L
5/6/2021	HIPS	11000	133172A	\$359,339.60	\$327,778.72	(31,560.88)	-8.78%		9/25/2020	L
5/6/2021	STL	46000	206251A	\$725,663.35	\$715,753.91	(9,909.44)	-1.37%		8/17/2020	L
5/13/2021	TAU	41401	127069A	\$679,252.90	\$613,726.67	(65,526.23)	-9.65%		5/30/2019	L
5/13/2021	STU	82000	203592A	\$1,498,212.20	\$1,410,984.71	(87,227.49)	-5.82%		5/9/2020	L
5/13/2021	ER	37000	203335A	\$167,663.86	\$171,505.74	3,841.88	2.29%		7/30/2019	C
5/13/2021	STUL	73000	130426A	\$1,326,073.00	\$1,451,530.53	125,457.53	9.46%		4/13/2020	C
5/13/2021	HIPS	24000	205413A	\$457,665.92	\$474,583.21	16,917.29	3.70%		8/25/2020	L
5/20/2021	STL	18000	130248A	\$781,884.96	\$773,365.79	(8,519.17)	-1.09%		7/23/2020	C
5/20/2021	BRT	25402	126579A	\$1,517,826.54	\$1,704,408.37	186,581.83	12.29%	*	6/24/2019	C
5/20/2021	CMG	13000	131042A	\$129,005.21	\$127,743.05	(1,262.16)	-0.98%		8/8/2019	C
5/20/2021	TAU	39000	203754A	\$224,057.01	\$222,945.59	(1,111.42)	-0.50%		4/13/2020	C
5/20/2021	FLAP	27000	202605A	\$808,820.69	\$769,700.30	(39,120.39)	-4.84%		5/18/2020	C
5/20/2021	HSIP	52000	207436A	\$718,446.91	\$722,468.29	4,021.38	0.56%		5/21/2020	C
5/20/2021	CM	58000	203008A	\$655,489.55	\$652,215.02	(3,274.53)	-0.50%		3/30/2020	C
5/20/2021	STL	34141	129686A	\$995,455.00	\$977,190.87	(18,264.13)	-1.83%		6/1/2020	L
5/20/2021	EDCF	41000	206391A	\$1,076,414.15	\$1,038,715.86	(37,698.29)	-3.50%		7/13/2020	L
5/20/2021	STL	52141	129817A	\$570,340.79	\$608,521.62	38,180.83	6.69%		7/20/2020	L
5/20/2021	HRRR	58000	203473A	\$266,928.90	\$272,496.39	5,567.49	2.09%		2/17/2020	L

LOCAL

CONSTRUCTION PROJECTS FINALED IN MAY 2021

LOCAL PROJECTS FINALED THIS MONTH (28 Total)				TOTAL ORIGINAL CONTRACT AMOUNT	TOTAL FINAL CONTRACT AMOUNT	TOTAL INCREASE OR DECREASE	TOTAL PERCENT		# OF JOBS OVER 10%	#OF JOBS UNDER
				22,052,708.14	21,838,874.94	(213,833.20)	-0.97%		1	18
Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Designed by
5/27/2021	STU	50000	202837A	\$1,098,066.96	\$1,005,264.69	(92,802.27)	-8.45%		8/17/2018	C
5/27/2021	STL	14141	129855A	\$69,004.83	\$59,395.90	(9,608.93)	-13.93%		7/22/2020	L
5/27/2021	STL	17000	130382A	\$2,189,622.34	\$2,269,962.94	80,340.60	3.67%		7/30/2018	L

MDOT Construction Projects Finaled May 2021



MDOT

CONSTRUCTION PROJECTS FINALED IN JUNE 2021

		MDOT Projects With an Original Contract Amount of					MDOT Projects Designed by MDOT With an Original Contract Amount of			MDOT Projects Designed by Consultants With an Original Contract Amount of					
		\$91,089,439.45					\$49,476,954.16			\$41,612,485.29					
		Total Over the Original Cost					Total Over the Original Cost			Total Over the Original Cost					
		1,862,333.34					1,026,978.96			835,354.38					
		Projects Finalized This Month (19 Total)			Total Original Contract Amount	Total Final Contract Amount	Total Increase or Decrease	Total Percent		# of Jobs Over 10%	# of Jobs Under				
					91,089,439.45	92,951,772.79	1,862,333.34	2.04%		1	8				
Region	Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Expect Compl.	Actual Compl.	Δ Days **	Designed by MDOT or Cons.	PE Oversight
Bay	6/10/2021	GF19	77111	204176A	\$2,080,282.92	\$2,131,912.99	51,630.07	2.48%		5/13/2019	9/20/2019	9/4/2019	-16	M	Craig Innis - Huron TSC
Bay	6/24/2021	TA	25000	206105A	\$596,127.35	\$513,095.44	(83,031.91)	-13.93%		5/27/2020	8/29/2020	8/21/2020	-8	M	Keith Brown-Davison TSC
Bay	6/24/2021	M	56032	210399A	\$45,433.55	\$48,088.17	2,654.62	5.84%		3/22/2021	4/30/2021	4/5/2021	-25	C	Shaun Bates-Mt Pleasant TSC
Grand	6/3/2021	NH	03112	200584A	\$1,623,715.55	\$1,499,070.77	(124,644.78)	-7.68%		8/3/2020	6/15/2021	12/3/2020	-194	M	Fred Droski - L.S. Engineering, Inc.
Grand	6/10/2021	IM	41027	109771A	\$20,986,646.33	\$22,773,811.45	1,787,165.12	8.52%		1/31/2017	10/31/2021	8/9/2020	-448	M	Tanya Pawlukiewicz - Grand Rapids TSC
Grand	6/24/2021	M	41131	209675A	\$847,234.06	\$770,809.08	(76,424.98)	-9.02%		7/6/2020	11/15/2020	11/5/2020	-10	M	Tanya Pawlukiewicz - Grand Rapids TSC
Grand	6/24/2021	NH	61022	207972A	\$325,917.53	\$337,111.28	11,193.75	3.43%		10/4/2019	6/29/2020	5/27/2020	-33	M	Gregg Zack - Muskegon TSC
Metro	6/3/2021	HSIP	63000	206542A	\$2,947,484.42	\$2,518,869.08	(428,615.34)	-14.54%		4/18/2020	12/1/2020	11/19/2020	-12	M	Gerard Pawloski - Metro Region
Metro	6/17/2021	HSIP	63102	204255A	\$1,206,704.58	\$1,260,465.51	53,760.93	4.46%		7/30/2019	8/14/2020	8/14/2020	0	C	Jeffrey Pitt - Oakland TSC
Metro	6/17/2021	IM	82022	115863A	\$15,574,420.98	\$15,684,747.36	110,326.38	0.71%		7/8/2019	7/6/2020	7/6/2020	0	C	William Erben-Taylor TSC
Metro	6/17/2021	M	82025	201919A	\$12,478,350.27	\$12,373,828.44	(104,521.83)	-0.84%		5/5/2020	10/19/2020	10/19/2020	0	M	Olukayode Adefeso - Detroit TSC
Metro	6/17/2021	IM	82191	119187A	\$24,785,926.18	\$25,454,538.63	668,612.45	2.70%		2/5/2018	9/19/2020	9/16/2020	-3	C	William Erben-Taylor TSC
North	6/3/2021	ST	24000	200005A	\$604,474.10	\$555,345.23	(49,128.87)	-8.13%		8/12/2019	10/31/2020	9/15/2020	-46	M	Brad Swanson-Gaylord TSC
North	6/24/2021	GF19	20012	204256A	\$953,831.95	\$894,769.62	(59,062.33)	-6.19%		9/8/2020	11/12/2020	11/12/2020	0	M	Brad Swanson-Gaylord TSC
Southwest	6/10/2021	NH	11056	129876A	\$3,130,207.85	\$3,340,611.81	210,403.96	6.72%		4/13/2020	10/1/2020	9/20/2020	-11	M	Kenton McAndrew - Coloma Business Office
Southwest	6/10/2021	NH	13033	209784A	\$23,447.50	\$28,961.00	5,513.50	23.51%	*	4/15/2021	4/30/2021	4/15/2021	-15	M	Greg Finnila-Marshall TSC
Superior	6/3/2021	NH	07012	203964A	\$2,368,446.05	\$2,249,477.24	(118,968.81)	-5.02%		8/18/2020	11/19/2020	11/9/2020	-10	M	Alan Anderson - Ishpeming TSC
University	6/10/2021	M	33045	205983A	\$392,874.03	\$392,909.59	35.56	0.01%		7/8/2019	10/18/2019	10/18/2019	0	M	Jason Early-Lansing TSC
University	6/10/2021	M	33045	206811A	\$117,914.25	\$123,350.10	5,435.85	4.61%		7/8/2019	10/18/2019	10/18/2019	0	M	Jason Early-Lansing TSC
					Original	Final		Over/Under %							
		All MDOT			\$91,089,439.45	All MDOT Proj	\$92,951,772.79	2.04%							
		MDOT/MDOT			\$49,476,954.16	MDOT Des.	\$50,503,933.12	2.08%							
		MDOT/Cons.			\$41,612,485.29	Cons. Designed	\$42,447,839.67	2.01%							

LOCAL

CONSTRUCTION PROJECTS FINALED IN JUNE 2021

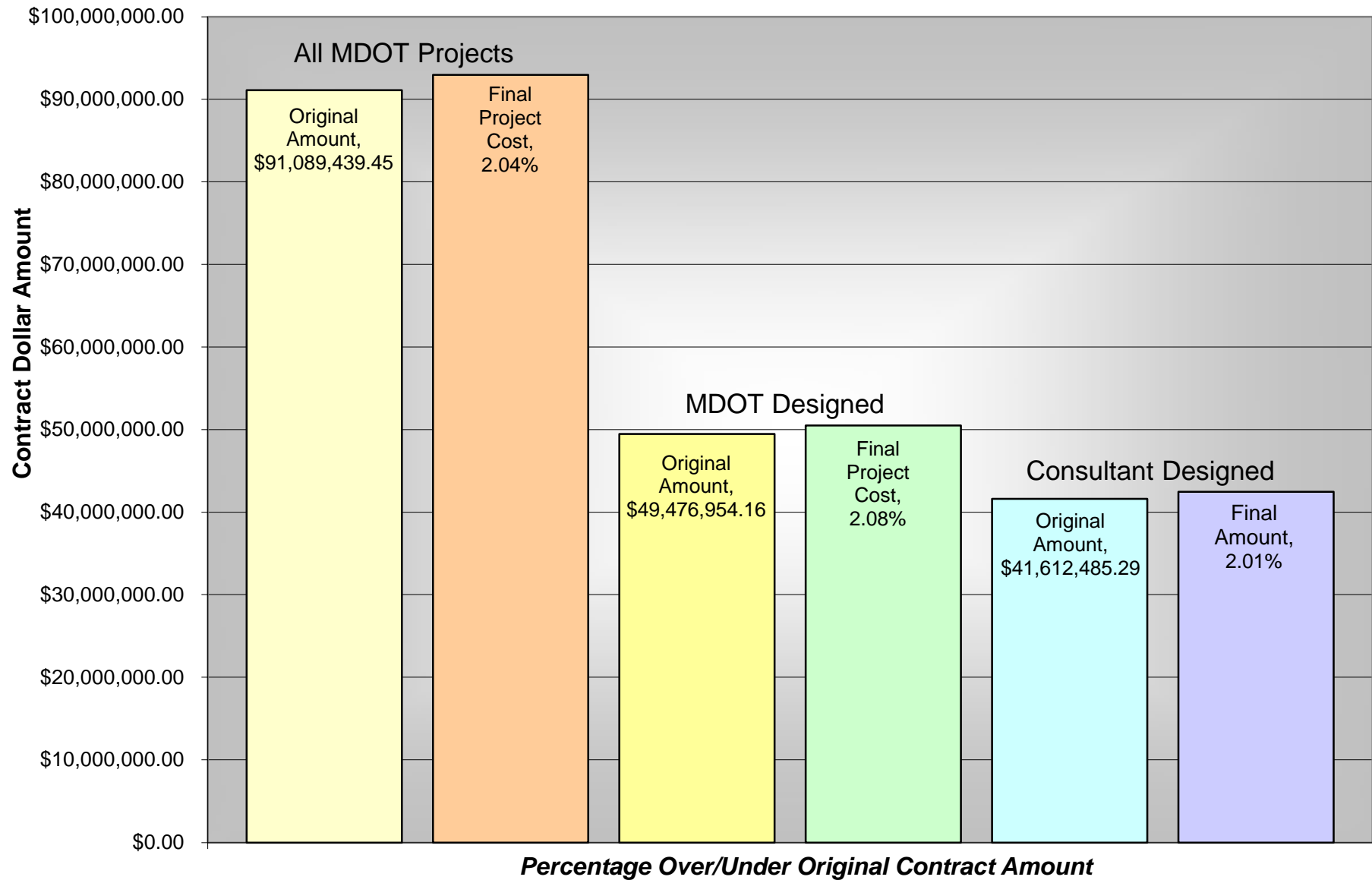
LOCAL PROJECTS FINALED THIS MONTH (48 Total)				TOTAL ORIGINAL CONTRACT AMOUNT	TOTAL FINAL CONTRACT AMOUNT	TOTAL INCREASE OR DECREASE	TOTAL PERCENT		# OF JOBS OVER 10%	#OF JOBS UNDER
				45,311,297.55	48,550,903.96	3,239,606.41	7.15%		2	27
Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Designed by
6/3/2021	STH	37609	117416A	\$1,680,966.00	\$1,695,485.17	14,519.17	0.86%		5/27/2014	C
6/3/2021	STUL	79000	209078A	\$1,390,663.40	\$1,380,372.33	(10,291.07)	-0.74%		6/9/2020	C
6/3/2021	STU	41000	130609A	\$1,306,750.50	\$1,222,921.41	(83,829.09)	-6.42%		3/23/2020	C
6/3/2021	STUL	61000	130801A	\$1,675,407.05	\$1,641,066.88	(34,340.17)	-2.05%		7/8/2019	C
6/3/2021	STU	50000	202803A	\$366,854.42	\$321,638.85	(45,215.57)	-12.33%		5/2/2019	L
6/3/2021	CMG	50458	130826A	\$361,491.79	\$383,308.25	21,816.46	6.04%		1/9/2017	L
6/3/2021	STU	82000	203597A	\$1,155,975.23	\$984,586.95	(171,388.28)	-14.83%		6/1/2020	C
6/3/2021	STL	71555	130339A	\$524,291.56	\$506,715.27	(17,576.29)	-3.35%		9/10/2020	C
6/3/2021	CMG	11000	202463A	\$178,905.30	\$164,785.35	(14,119.95)	-7.89%		3/30/2020	C
6/10/2021	MCS	25000	202398A	\$1,646,423.11	\$1,626,500.71	(19,922.40)	-1.21%		8/12/2019	C
6/10/2021	MCS	44000	202389A	\$159,839.50	\$157,156.35	(2,683.15)	-1.68%		9/8/2020	C
6/10/2021	MCS	44000	202393A	\$121,175.75	\$131,149.98	9,974.23	8.23%		9/8/2020	C
6/10/2021	BO	56000	133017A	\$224,953.05	\$224,590.38	(362.67)	-0.16%		6/5/2019	C
6/10/2021	BO	56000	133018A	\$333,000.45	\$324,459.79	(8,540.66)	-2.56%		6/5/2019	C
6/10/2021	MCS	73000	133003A	\$84,856.00	\$73,965.46	(10,890.54)	-12.83%		4/15/2019	C
6/10/2021	BHT	73000	201966A	\$267,663.01	\$278,801.01	11,138.00	4.16%		4/15/2019	C
6/10/2021	TAU	50000	200773A	\$577,132.24	\$627,822.20	50,689.96	8.78%		9/5/2018	C
6/10/2021	TA	63000	131208A	\$811,334.89	\$852,740.36	41,405.47	5.10%		8/10/2018	C
6/10/2021	STU	82000	132679A	\$3,591,083.61	\$7,364,165.93	3,773,082.32	105.07%	*	6/5/2018	C
6/10/2021	HSIP	13000	202882A	\$120,062.86	\$119,390.36	(672.50)	-0.56%		12/9/2019	L
6/10/2021	HRRR	13000	203497A	\$237,111.14	\$232,917.64	(4,193.50)	-1.77%		12/9/2019	L
6/10/2021	STL	02000	205509A	\$165,153.00	\$175,275.75	10,122.75	6.13%		9/14/2020	L
6/10/2021	STL	38000	130212A	\$2,977,713.00	\$2,994,757.70	17,044.70	0.57%		12/3/2018	L
6/10/2021	TAU	47000	208958A	\$444,417.95	\$468,308.68	23,890.73	5.38%		9/28/2020	C
6/10/2021	TAU	47093	128441A	\$1,341,752.16	\$1,614,137.69	272,385.53	20.30%	*	10/1/2019	C
6/10/2021	STUL	81000	203454A	\$1,779,122.32	\$1,620,471.54	(158,650.78)	-8.92%		6/3/2019	C
6/17/2021	HSIP	25000	202893A	\$47,070.40	\$0.00	(47,070.40)	-100.00%		11/8/2019	I
6/17/2021	CM	44448	130854A	\$403,510.00	\$352,502.94	(51,007.06)	-12.64%		9/24/2019	C
6/17/2021	MCS	77000	202411A	\$1,999,650.77	\$2,034,571.32	34,920.55	1.75%		7/14/2020	C

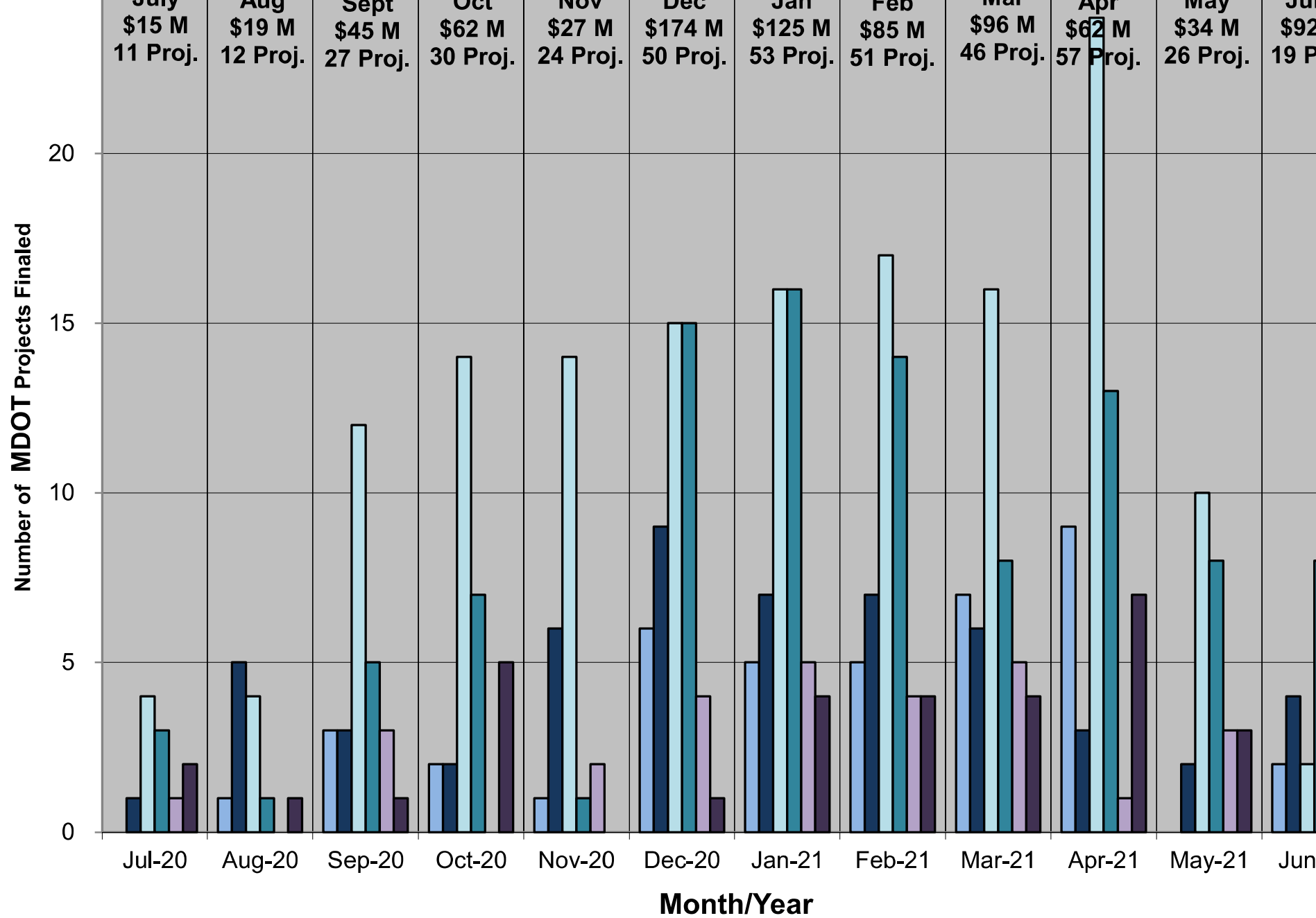
LOCAL

CONSTRUCTION PROJECTS FINALED IN JUNE 2021

LOCAL PROJECTS FINALED THIS MONTH (48 Total)				TOTAL ORIGINAL CONTRACT AMOUNT	TOTAL FINAL CONTRACT AMOUNT	TOTAL INCREASE OR DECREASE	TOTAL PERCENT		# OF JOBS OVER 10%	#OF JOBS UNDER
				45,311,297.55	48,550,903.96	3,239,606.41	7.15%		2	27
Date	Prefix	Control Section	Job Number	Original Contract Amount	Final Contract Amount	Increase or Decrease	Percent Over or Under	Jobs Over 10%	Date Work Started	Designed by
6/17/2021	STL	79000	203038A	\$384,065.46	\$386,623.32	2,557.86	0.67%		6/16/2020	C
6/17/2021	STU	50000	202968A	\$858,146.00	\$803,380.67	(54,765.33)	-6.38%		8/14/2019	C
6/17/2021	STU	50000	207599A	\$1,199,114.91	\$1,158,101.97	(41,012.94)	-3.42%		4/15/2020	C
6/17/2021	STU	50000	207601A	\$1,685,154.86	\$1,609,941.63	(75,213.23)	-4.46%		5/11/2020	C
6/17/2021	CMG	50400	124701A	\$268,149.00	\$278,978.64	10,829.64	4.04%		6/19/2018	L
6/17/2021	STU	63000	132743A	\$1,955,944.31	\$1,887,360.63	(68,583.68)	-3.51%		4/6/2020	C
6/17/2021	STU	63000	132748A	\$1,616,038.79	\$1,522,105.22	(93,933.57)	-5.81%		4/6/2020	C
6/17/2021	NH	63000	203427A	\$437,252.89	\$415,772.71	(21,480.18)	-4.91%		4/6/2020	C
6/17/2021	MCS	13000	133087A	\$979,865.43	\$1,035,677.61	55,812.18	5.70%		7/8/2019	C
6/17/2021	STL	13000	205424A	\$649,439.25	\$664,618.91	15,179.66	2.34%		10/7/2019	L
6/17/2021	STL	13000	208938A	\$926,330.31	\$996,407.98	70,077.67	7.57%		6/22/2020	L
6/17/2021	STL	47000	202663A	\$1,054,964.96	\$1,020,247.56	(34,717.40)	-3.29%		8/27/2018	L
6/24/2021	BHT	25000	133031A	\$1,012,844.78	\$1,019,209.89	6,365.11	0.63%		7/4/2019	C
6/24/2021	STUL	70000	130732A	\$1,393,234.09	\$1,386,161.25	(7,072.84)	-0.51%		7/15/2019	C
6/24/2021	HSIP	70000	202855A	\$1,599,038.41	\$1,742,468.74	143,430.33	8.97%		7/15/2019	C
6/24/2021	STU	82000	203593A	\$1,770,800.00	\$1,451,312.04	(319,487.96)	-18.04%		6/15/2020	C
6/24/2021	TAL	45071	200823A	\$753,447.05	\$809,485.36	56,038.31	7.44%		4/6/2020	C
6/24/2021	HRRR	78000	207259A	\$442,226.34	\$424,146.44	(18,079.90)	-4.09%		10/13/2020	L
6/24/2021	STL	80141	129846A	\$350,910.25	\$364,337.14	13,426.89	3.83%		7/24/2018	C

MDOT Construction Projects Finaled June 2021





**AUDITOR'S REPORT
FF-21-001**

**SIX-MONTH FINANCIAL REVIEW FOLLOW-UP
MICHIGAN DEPARTMENT OF TRANSPORTATION**

**STATE TRANSPORTATION COMMISSION MEETING
July 22, 2021**

EXHIBIT C

STATE TRANSPORTATION COMMISSION

Todd A. Wyett Chair	Michael D. Hayes Vice Chair	Stephen F. Adamini Commissioner
Gregory C. Johnson Commissioner	Richard W. Turner Commissioner	Helen Zeerip Commissioner



GRETCHEN
WHITMER
GOVERNOR

S T A T E O F M I C H I G A N
STATE TRANSPORTATION COMMISSION
L A N S I N G



July 22, 2021

OFFICE OF COMMISSION AUDITS
SIX-MONTH FINANCIAL REVIEW FOLLOW-UP REPORT

State Transportation Commissioners:

Guidance Document 10044, *MDOT Requests for OCA Attestation Engagements and Procedures Regarding the Processing of Independent Certified Public Accountant's Review Reports*, provides for processing OCA independent certified public accountant's review reports within 120 days of issuance. As of July 13, 2021, Exhibit C does not include any entities for which review reports were not processed within the required timeline.

Office of Commission Audits

Office of Commission Audits
Jack Cotter, CPA, CGMA
Commission Auditor

FF-21-001

• Todd A. Wyett, Chair • Michael D. Hayes, Vice Chair • Stephen F. Adamini • Gregory C. Johnson • Richard W. Turner • Helen Zeerip •

7.8.21 FINAL

DIRECTOR - DEPARTMENT OF TRANSPORTATION

AGENDA July 8, 2021

CONTRACTS

1. HIGHWAYS - Participation for Local Agency Preliminary Engineering
Contract (2021-5197) between MDOT and the City of Saginaw will provide for participation in the following improvements:

Preliminary activities for replacement of Structure #9446 which carries Genesee Avenue over the Saginaw River.

Estimated Funds:

Federal Highway Administration Funds	\$23,200
City of Saginaw Funds	<u>\$ 5,800</u>
Total Funds	<u>\$29,000</u>

ER 73000 – 212536PE
Preliminary Engineering
2. *HIGHWAYS – Development of Tunnel Inspection Program
Memorandum of Understanding (MOU) (2021-0614) between MDOT and the Wayne County Airport Authority will provide for the development of a program to inventory, inspect, and evaluate the Wayne County Airport Authority highway tunnels in accordance with the National Tunnel Inspection Standards, 23 CFR Part 650, Subpart E. The MOU will be in effect from the date of award through September 1, 2051. This is a zero dollar MOU.
3. PASSENGER TRANSPORTATION - Section 5311 Operating Assistance Program
Project Authorization (5) Revision (1) under Master Agreement (2017-0141) between MDOT and the City of Buchanan will provide additional federal funds of \$9,828 for operating assistance for public transportation services. The original authorization provides federal funds under the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the FY 2021 Federal Section 5311 Formula Grants for Rural Areas Program for public transportation services. The authorization term remains unchanged, October 1, 2020, through September 31, 2021. The revised authorization amount will be \$19,656. The term of the master agreement is from October 1, 2016, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2017 through FY 2021. Source of Funds: Federal Transit Administration Funds - \$19,656.

Subject to the exercise of discretion in processing, I approve the above-described contracts and authorize their award by the responsible management staff of MDOT in accordance with the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of April 7, 2021.

Respectfully submitted,

Paul C. Ajegba, P.E.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 13, 2021- 11:00am
Lake Superior Room- Michigan Library and Historical Center

State Administrative Board Meeting: July 13, 2021- 11:00am
Lake Superior Room- Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACT PRE-APPROVALS

1. HIGHWAYS – Program Manager Consultant Services
Contract (2021-0739) between MDOT and HNTB Michigan, Inc., will provide for program manager consultant (PMC) services to be performed for MDOT's Ancillary Structures Program, Task Order 3, at various locations statewide. The PMC will perform scoping and preliminary engineering services for MDOT-owned ancillary structures. Additional tasks will include standardization of design details for culverts, noise barriers, and lights, as well as design and maintenance support services, including structural analysis and technical reviews. The contract will be in effect from the date of award through July 31, 2023. The contract amount will not exceed 110 percent of the engineer's estimate of \$5,715,995. Source of Funds: 100% State Restricted Trunkline Funds.
2. HIGHWAYS - Design Services
Contract (2021-0700) between MDOT and AECOM Great Lakes, Inc., will provide for design services to be performed for the reconstruction of M-39 from McNichols Road to M-153 (Ford Road) in the cities of Dearborn and Detroit and all ramps within the project limits, excluding the I-96 interchange (CSs 82192 and 82193 - JNs 204309PE and 208611PE). The work items will include performing design surveys; preparing required plans, typical cross-sections, details, and specifications; computing and verifying all plan quantities; and preparing staging plans and special provisions for maintaining traffic during construction. The contract will be in effect from the date of award through May 31, 2025. The contract amount will not exceed 110 percent of the engineer's estimate of \$9,600,000. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

3. HIGHWAYS – Program Manager Consultant and Design Services
Contract (2021-0737) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for program manager consultant (PMC) services and design services to be performed for a bridge replacement on M-30 over the Tobacco River and Wixom Lake (B01 of 26031), including the road approach and the removal of the temporary bridge, in Midland and Gladwin Counties (CS 26031 – JN 211373EPE). The work items will include performing design surveys; preparing required plans, typical cross-sections, details, and specification; computing and verifying all plan quantities; and preparing staging plans and special provisions for maintaining traffic during construction. The contract will be in effect from the date of award through November 17, 2023. The contract amount will not exceed 110 percent of the engineer's estimate of \$1,100,100. Source of Funds: 100% State Restricted Trunkline Funds.
4. HIGHWAYS – Early Preliminary Engineering Design Services
Contract (2021-0758) between MDOT and AECOM Great Lakes, Inc., will provide for early preliminary engineering services to be performed for pavement rehabilitation and operational improvements on M-37 from 92nd Street north to north of 76th Street in the Village of Caledonia and Caledonia Township, Kent County. The work items will include performing scoping level capacity analysis and an operations study; preparing scoping level plans, typical cross-sections, details, and specifications; computing and verifying all scoping level quantities for each alternative; and preparing scoping level geotechnical investigations for the preferred alternatives. The contract will be in effect from the date of award through October 30, 2022. The contract amount will be \$683,410.85. Source of Funds: 100% State Restricted Trunkline Funds.
5. HIGHWAYS – Geotechnical Engineering Services
Contract (2021-0759) between MDOT and NTH Consultants, Ltd., will provide for as-needed design and/or construction geotechnical investigation services to be performed for projects at various locations in the University Region. The work items may include pavement coring/soil borings for roads, bridges, culverts, sign trusses, sign cantilevers, strain poles and other structures during the design and/or construction phase of the projects, as necessary. The contract will be in effect from the date of award through April 30, 2024. The contract amount will be \$749,975.57. Source of Funds: 100% State Restricted Trunkline Funds.
6. HIGHWAYS – Geotechnical Engineering Services
Contract (2021-0765) between MDOT and Soil and Material Engineers, Inc. (dba SME), will provide for as-needed design and/or construction geotechnical investigation services to be performed for projects at various locations in the University Region. The work items may include pavement coring/soil borings for roads, bridges, culverts, sign trusses, sign cantilevers, strain poles and other structures during the design and/or construction phase of the projects, as necessary. The contract will be in effect from the date of award through April 30, 2024. The contract amount will be \$749,999.56. Source of Funds: 100% State Restricted Trunkline Funds.

CONTRACTS

7-61 HIGHWAYS (Maintenance) - State Trunkline Maintenance

The following contracts between MDOT and the following county road commissions will provide for statewide trunkline maintenance to be performed for a five-year period. The contracts will be in effect from October 1, 2021, through September 30, 2026.

Public Act (PA) 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. These maintenance contracts were not competitively bid but were negotiated with the local units of government. MDOT has found that such negotiated agreements are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c).

These contracts will operate on a cost reimbursement basis, subject to final audit to actual costs. Billings are submitted by the counties on a monthly basis to be approved by the Regions. Actual work is planned by the Regions in cooperation with the counties. In general, the total amount for the maintenance budget is based on legislative appropriations; the Regions establish and administer the individual county budgets. Source of Funds: 100% State Restricted Trunkline Funds.

	<u>Contract Number</u>	<u>County Road Commission</u>
7.	2021-0331	Alcona County Road Commission
8.	2021-0332	Alger County Road Commission
9.	2021-0333	Alpena County Road Commission
10.	2021-0334	Antrim County Road Commission
11.	2021-0335	Arenac County Road Commission
12.	2021-0336	Bay County Road Commission
13.	2021-0337	Benzie County Road Commission
14.	2021-0339	Branch County Road Commission
15.	2021-0341	Charlevoix County Road Commission
16.	2021-0342	Cheboygan County Road Commission
17.	2021-0343	Chippewa County Road Commission
18.	2021-0344	Clare County Road Commission
19.	2021-0345	Clinton County Road Commission
20.	2021-0346	Crawford County Road Commission
21.	2021-0347	Delta County Road Commission
22.	2021-0348	Dickinson County Road Commission
23.	2021-0349	Emmet County Road Commission
24.	2021-0350	Genesee County Road Commission
25.	2021-0351	Gladwin County Road Commission
26.	2021-0352	Gogebic County Road Commission.
27.	2021-0353	Grand Traverse County Road Commission
28.	2021-0354	Gratiot County Road Commission
29.	2021-0355	Hillsdale County Road Commission
30.	2021-0356	Huron County Road Commission
31.	2021-0358	Iosco County Road Commission
32.	2021-0359	Iron County Road Commission

* Denotes a non-standard contract/amendment

6/28/2021

Page 3 of 13

- | | | |
|-----|-----------|------------------------------------|
| 33. | 2021-0361 | Kent County Road Commission |
| 34. | 2021-0362 | Keweenaw County Road Commission |
| 35. | 2021-0363 | Lake County Road Commission |
| 36. | 2021-0364 | Lapeer County Road Commission |
| 37. | 2021-0365 | Leelanau County Road Commission |
| 38. | 2021-0366 | Luce County Road Commission |
| 39. | 2021-0368 | Manistee County Road Commission |
| 40. | 2021-0369 | Marquette County Road Commission |
| 41. | 2021-0370 | Mason County Road Commission |
| 42. | 2021-0371 | Mecosta County Road Commission |
| 43. | 2021-0372 | Menominee County Road Commission |
| 44. | 2021-0373 | Midland County Road Commission |
| 45. | 2021-0374 | Missaukee County Road Commission |
| 46. | 2021-0375 | Montcalm County Road Commission |
| 47. | 2021-0376 | Muskegon County Road Commission |
| 48. | 2021-0377 | Newaygo County Road Commission |
| 49. | 2021-0379 | Oceana County Road Commission |
| 50. | 2021-0380 | Ogemaw County Road Commission |
| 51. | 2021-0381 | Ontonagon County Road Commission |
| 52. | 2021-0382 | Otsego County Road Commission |
| 53. | 2021-0383 | Ottawa County Road Commission |
| 54. | 2021-0385 | Roscommon County Road Commission |
| 55. | 2021-0386 | Sanilac County Road Commission |
| 56. | 2021-0387 | Schoolcraft County Road Commission |
| 57. | 2021-0388 | Shiawassee County Road Commission |
| 58. | 2021-0389 | St. Clair County Road Commission |
| 59. | 2021-0390 | Tuscola County Road Commission |
| 60. | 2021-0391 | Washtenaw County Road Commission |
| 61. | 2021-0393 | Wexford County Road Commission |
-
62. TRANSPORTATION PLANNING - Transportation Planning Activities
 Authorization (7) under Master Agreement (2021-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the undertaking of transportation planning activities for the urbanized areas of Detroit, Ann Arbor, Monroe, and Port Huron. The authorization will be in effect from July 1, 2021, through June 30, 2022. The authorization amount will be \$10,144,340. The term of the master agreement is July 1, 2020, through June 30, 2023. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% SEMCOG Funds.
63. TRANSPORTATION PLANNING - Travel Demand Model
 Authorization (8) under Master Agreement (2021-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for maintenance of and improvements to SEMCOG's travel demand model for the urbanized areas of Detroit, Ann Arbor, Monroe, and Port Huron. The authorization will be in effect from July 1, 2021, through June 30, 2022. The authorization amount will be \$1,243,431. The term of the master agreement is July 1, 2020, through June 30, 2023. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% SEMCOG Funds.

SUBCONTRACT

- | | | |
|-----|---|---|
| 64. | Subcontract (2017-0170/S50)
C & D Hughes, Inc.
3097 Lansing Road
Charlotte, Michigan 48813 | Low Bid: \$743,750
One Year: \$743,750 |
|-----|---|---|

Concrete Pavement Repairs

Approval is requested to authorize the Ionia County Road Department to award a subcontract for concrete pavement repairs on I-96 eastbound between Bliss Road (mile marker 62) and Sunfield Highway (mile marker 71) and concrete joint repairs on M-66 from Eaton Highway to M-50. The subcontract is for one year with no extensions. The project was advertised. Two bids were received, and the low bid was accepted. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through September 30, 2021. Source of Funds: 100% State Restricted Trunkline Funds.

PRE-BID LETTING TRUNKLINE CONTRACTS

- | | | |
|-----|--|---|
| 65. | Letting of July 9, 2021
Letting Call: 2107 058
Project: M 81011-212448
Local Agreement:
Start Date: 10 days after award
Completion Date: October 24, 2021
7.38 mi of hot mix asphalt cold milling and resurfacing, centerline corrugations, detail 7 joint repairs and pavement markings on M-52 from Werkner Road to the county line, Washtenaw County.
0.00 % DBE participation required | Prequalification Level:
\$1,426,000.00 |
| 66. | Letting of July 9, 2021
Letting Call: 2107 068
Project: M 25042-212728
Local Agreement:
Start Date: 10 days after award
Completion Date: October 15, 2021
4.30 mi of hot mix asphalt cold milling and resurfacing, concrete pavement and joint repairs and pavement markings on I-69 at Bristol Road and Miller Road and US-23 at Fenton Rest Area in the cities of Flint and Swartz Creek, Genesee County.
0.00 % DBE participation required | Prequalification Level:
\$1,435,000.00 |

LOCAL AGENCY CONTRACTS

- | | | |
|-----|--|---|
| 67. | Letting of July 9, 2021
Letting Call: 2107 041
Project: HRRR 22000-210342
Local Agreement: 21-5244
Start Date: 10 days after award
Completion Date: August 12, 2022 | Prequalification Level:
\$963,000.00 |
|-----|--|---|

0.85 mi of hot mix asphalt base crushing, shaping and resurfacing, culvert replacement, guardrail and pavement markings on County Road 581 from Wickman's Marsh Road to south of the Sturgeon River, Dickinson County. This is a Local Agency project.

0.00 % DBE participation required

- | | | |
|-----|--|---|
| 68. | Letting of July 9, 2021
Letting Call: 2107 042
Project: STL 69000-205317
Local Agreement: 21-5258
Start Date: 10 days after award
Completion Date: October 15, 2021 | Prequalification Level:
\$1,089,000.00 |
|-----|--|---|

2.50 mi of hot mix asphalt crushing, shaping and resurfacing, shoulder trenching along horizontal curves, shoulder aggregate, drainage and pavement markings on Krys Road from Charles Brink Road north to Johnson Road, Otsego County. This is a Local Agency project.

4.00 % DBE participation required

- | | | |
|-----|--|---|
| 69. | Letting of July 9, 2021
Letting Call: 2107 043
Project: STU 41000-205523
Local Agreement: 21-5277
Start Date: 10 days after award
Completion Date: October 21, 2022 | Prequalification Level:
\$2,453,000.00 |
|-----|--|---|

0.52 mi of hot mix asphalt reconstruction, concrete curb, gutter and sidewalk ramps, watermain, signing and pavement markings on Valley Avenue from 4th Street northerly to Walker Avenue in the city of Grand Rapids, Kent County. This is a Local Agency project.

5.00 % DBE participation required

- | | | |
|-----|---|---|
| 70. | Letting of July 9, 2021
Letting Call: 2107 044
Project: STU 82000-205784
Local Agreement: 21-5253
Start Date: 10 days after award
Completion Date: June 30, 2022 | Prequalification Level:
\$1,905,000.00 |
|-----|---|---|

1.06 mi of hot mix asphalt cold milling and resurfacing, concrete pavement repair, sidewalk ramps and pavement markings on Haggerty Road from I-94 northerly to Tyler Road, Wayne County. This is a Local Agency project.

5.00 % DBE participation required

* Denotes a non-standard contract/amendment

71. Letting of July 9, 2021 Prequalification Level:
 Letting Call: 2107 045 \$719,000.00
 Project: STUL 54000-208217
 Local Agreement: 21-5278
 Start Date: 10 days after award
 Completion Date: 60 Calendar Days
- 0.49 mi of hot mix asphalt resurfacing, concrete curb and gutter, sidewalk, sidewalk ramp, drainage, sewer, water main, signing and pavement markings on Colburn Avenue from South Third Avenue (M-20) easterly to east city limit in the city of Big Rapids, Mecosta County. This is a Local Agency project.
 5.00 % DBE participation required
72. Letting of July 9, 2021 Prequalification Level:
 Letting Call: 2107 046 \$1,781,000.00
 Project: STU 63000-209487
 Local Agreement: 21-5272
 Start Date: 10 days after award
 Completion Date: July 9, 2022
- 0.93 mi of hot mix asphalt cold mill and resurface, concrete pavement repairs, concrete curb, gutter and ramps and pavement markings on 12 Mile Road from Farmington Road to Orchard Lake Road, in the city of Farmington Hills, Oakland County. This is a Local Agency project.
 6.00 % DBE participation required
73. Letting of July 9, 2021 Prequalification Level:
 Letting Call: 2107 047 \$3,284,000.00
 Project: STU 41000-205519
 Local Agreement: 21-5252
 Start Date: 10 days after award
 Completion Date: October 1, 2023
- 0.84 mi of hot mix asphalt reconstruction, concrete curb, gutter, sidewalk and ramps, signing and pavement markings on Lake Eastbrook Boulevard from East Beltline Avenue (M-37) to 28th Street (M-11) and East Beltline Avenue (M-37) north of Lake Eastbrook Avenue to in the city of Grand Rapids, Kent County. This is a Local Agency project.
 5.00 % DBE participation required

74. Letting of July 9, 2021 Prequalification Level:
 Letting Call: 2107 051 \$1,016,000.00
 Project: STL 25000-202156
 Local Agreement: 21-5288
 Start Date: April 4, 2022
 Completion Date: June 24, 2022
- 0.94 mi of concrete rubblizing hot mix asphalt surfacing, culvert replacement, guardrail, signing and pavement markings on Bristol Road from Lang Road east to Atlas Road, Genesee County. This is a Local Agency project.
 5.00 % DBE participation required
75. Letting of July 9, 2021 Prequalification Level:
 Letting Call: 2107 052 \$660,000.00
 Project: STU 81000-205585
 Local Agreement: 21-5282
 Start Date: September 6, 2021
 Completion Date: November 15, 2022
- 0.13 mi of hot mix asphalt reconstruction, storm sewer, earthwork, concrete sidewalk and ramps and pavement markings on 3rd Street and Broad Street from 4th Street to Central Street in the city of Dexter, Washtenaw County. This is a Local Agency project.
 5.00 % DBE participation required
76. Letting of July 9, 2021 Prequalification Level:
 Letting Call: 2107 053 \$2,216,000.00
 Project: STL 63000-211414 , ETC
 Local Agreement: 21-5289
 Start Date: 10 days after award
 Completion Date: June 30, 2023
- Remove and replace culvert with 7-foot by 6-foot precast culvert and 30 foot by 9.5-foot precast culvert, drainage improvements, signing and pavement markings on Fish Lake Road over Patterson-Holly Drain, Oakland County. This is a Local Agency project.
 5.00 % DBE participation required
77. Letting of July 9, 2021 Prequalification Level:
 Letting Call: 2107 054 \$1,303,000.00
 Project: HSIP 63000-210478
 Local Agreement: 21-5268
 Start Date: 10 days after award
 Completion Date: July 1, 2022
- 0.33 mi of construct roundabout includes hot mix asphalt surfacing, concrete curb and gutter, sidewalk, sidewalk ramps, drainage, culverts, sewer, and pavement markings on Sashabaw Road at Oak Hill Road, Oakland County. This is a Local Agency project.
 6.00 % DBE participation required

78. Letting of July 9, 2021 Prequalification Level:
 Letting Call: 2107 055 \$1,047,000.00
 Project: STL 30000-206316
 Local Agreement: 21-5300
 Start Date: 10 days after award
 Completion Date: September 17, 2021
- 2.00 mi of hot mix asphalt crushing, shaping and resurfacing and pavement markings on Camden Road from Tuttle Road to Coman Road, Hillsdale County. This is a Local Agency project.
 3.00 % DBE participation required
79. Letting of July 9, 2021 Prequalification Level:
 Letting Call: 2107 060 \$815,000.00
 Project: ER 73000-212033
 Local Agreement: 21-5291
 Start Date: 10 days after award
 Completion Date: October 8, 2021
- 0.72 mi of hot mix asphalt resurfacing, concrete curb and gutter, guardrail and pavement markings on State Road from River Road to M-47, Saginaw County. This is a Local Agency project.
 4.00 % DBE participation required
80. Letting of July 9, 2021 Prequalification Level:
 Letting Call: 2107 061 \$628,000.00
 Project: STUL 61000-205374
 Local Agreement: 21-5238
 Start Date: 10 days after award
 Completion Date: November 5, 2021
- 1.66 mi of hot mix asphalt base crush, shape and resurface, aggregate shoulder, concrete curb and gutter and pavement markings on Russell Road from River Road to US-31 southbound exit ramp, Muskegon County. This is a Local Agency project.
 3.00 % DBE participation required
81. Letting of July 9, 2021 Prequalification Level:
 Letting Call: 2107 062 \$551,000.00
 Project: STL 10000-210993 , ETC
 Local Agreement: 21-5271
 Start Date: 10 days after award
 Completion Date: October 29, 2021
- 1.34 mi of hot mix asphalt base crushing, shaping, and resurfacing, trenching and pavement markings on Esch Road west of M-22, Benzie County. This is a Local Agency project.
 5.00 % DBE participation required

82. Letting of July 9, 2021
Letting Call: 2107 063
Project: STU 82000-132668
Local Agreement: 21-5274
Start Date: 10 days after award
Completion Date: October 15, 2021
- Prequalification Level:
\$1,398,000.00
- Bridge removal and replacement with approach work on Chestnut Street over Dequindre Cut Greenway in the city of Detroit, Wayne County. This is a Local Agency project.
5.00 % DBE participation required
83. Letting of July 9, 2021
Letting Call: 2107 065
Project: MCS 33000-203411 , ETC
Local Agreement: 21-5294
Start Date: 10 days after award
Completion Date: June 1, 2023
- Prequalification Level:
\$7,012,000.00
- 3.10 mi of concrete reconstruction, curb, gutter, sidewalk and ramps, bridge replacement, traffic signals optimized using GPS coordination and pavement markings on Okemos Road from Jolly Road to Central Park Drive, Ingham County. This is a Local Agency project.
5.00 % DBE participation required
84. Letting of July 9, 2021
Letting Call: 2107 066
Project: STL 43000-207251 , ETC
Local Agreement: 21-5269
Start Date: 10 days after award
Completion Date: September 3, 2021
- Prequalification Level:
\$1,067,000.00
- 0.76 mi of hot mix asphalt base crushing, shaping, and resurfacing, clearing, aggregate shoulders, pavement markings, intersection realignment, vertical curve modification and superelevation corrections on various routes, Lake County. This is a Local Agency project.
3.00 % DBE participation required
85. Letting of July 9, 2021
Letting Call: 2107 067
Project: HIP 67000-207716
Local Agreement: 21-5293
Start Date: 10 days after award
Completion Date: November 1, 2021
- Prequalification Level:
\$731,000.00
- Bridge replacement with a geosynthetic reinforced soil abutment, 17-inch prestressed concrete beams and approach work on 70th Avenue over Crocker Creek, Osceola County. This is a Local Agency project.
3.00 % DBE participation required

POST-BID LETTING
TRUNKLINE CONTRACTS

86. Letting of June 4, 2021
Letting Call: 2106 046
Project: M 46062-212388
Local Agreement:
Start Date: July 12, 2021
Completion Date: September 3, 2021
- Low Bid: \$590,657.52
Engineer Estimate: \$527,407.35
Pct Over/Under Estimate: 11.99 %

2.07 mi of hot mix asphalt cold milling with single course overlay and pavement markings on US-223 from M-52 (Main Street) easterly to Division Street and easterly to west of Ogden Highway in the city of Adrian, Lenawee County.

0.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Gerken Paving, Inc.	\$590,657.52	Same	1 **
Michigan Paving and Materials Company	\$638,974.60	Same	2

Total Number of Bidders: 2

LOCAL AGENCY CONTRACTS

87. Letting of June 4, 2021
Letting Call: 2106 034
Project: STUL 77000-203066
Local Agreement: 21-5207
Start Date: August 2, 2021
Completion Date: June 10, 2022
- Low Bid: \$939,372.87
Engineer Estimate: \$845,298.05
Pct Over/Under Estimate: 11.13 %

1.10 mi of hot mix asphalt crushing, shaping and resurfacing, trench widening, drainage and pavement markings on Range Road from Griswold Road to Lapeer Road, St. Clair County. This is a Local Agency project.

4.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
M. L. Chartier Excavating, Inc.	\$939,372.87	Same	1 **
Raymond Excavating Company	\$954,565.41	Same	2
Superior Contracting Group L.L.C.	\$990,059.00	Same	3
Boddy Construction Company, Inc.	\$991,761.12	Same	4
Blaze Contracting, Inc.	\$1,054,513.00	Same	5

Total Number of Bidders: 5

88. Letting of June 4, 2021
 Letting Call: 2106 053
 Project: CM 33000-200617
 Local Agreement: 21-5234
 Start Date: 10 days after award
 Completion Date: November 12, 2021
- Low Bid: \$548,452.42
 Engineer Estimate: \$494,723.26
 Pct Over/Under Estimate: 10.86 %

0.43 mi of hot mix asphalt shared-use path and concrete sidewalks along the southside of the Red Cedar River from Farm Lane to Bogue Street and Harrison Road to Birch Road in the city of East Lansing, Ingham County. This is a Local Agency project.

5.00 % DBE participation required

Bidder	As-Submitted	As-Checked	
Hoffman Bros., Inc.	\$548,452.42	Same	1 **
C & D Hughes, Inc.	\$630,562.47	Same	2
Kamminga & Roodvoets, Inc.	\$692,423.79	Same	3

Total Number of Bidders: 3

PURCHASING

89. Simiron, Inc.
 Madison Heights, Michigan 48071
- \$1,113,602.00 Total
 FY 21
 100% Restricted Finds
 State Trunkline Maintenance

This is a contract for a MDOT prequalified Contractor for J-Joint Repair N93E Overband Crack and N93G Joint Repair on M-3 (Gratiot Ave) from 16 Mile Rd. to 23 Mile Rd. Macomb County. This maintenance project is being managed by MDOT, Metro Region.

90. VetCon, Inc.
 Burton, Michigan 48509
- \$ 775,486.00 Total
 FY 21
 100% State Restricted Funds
 State Trunkline Maintenance

This is a contract to improve accessibility at Rest Areas throughout the State to comply with the Americans with Disabilities Act (ADA) and Standards for Accessible Design. The scope of work includes interior improvements, including but not limited to installation of new counters to appropriate heights, adjustments or installation of new plumbing fixtures, installation of grab bars and other appurtenances. This contract is for MDOT rest areas in the Eastern Lower Peninsula, Interior Work.

91. Anlaan Corporation
Grand Haven, Michigan 49417

\$1,671,461.70 Total
FY 21
100% State Restricted Funds
State Trunkline Maintenance

This is a contract to improve accessibility at Rest Areas throughout the State to comply with the Americans with Disabilities Act (ADA) and Standards for Accessible Design. The scope of work includes exterior improvements, including but not limited to installation of ADA ramps, improvements/new accessible routes, installation of relocation tables, trash receptacles and other appurtenances. This contract is for MDOT rest areas in the Eastern Lower Peninsula, Exterior.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of April 7, 2021.

Respectfully submitted,



Patrick McCarthy
Jun 24 2021 3:33 PM

Paul C. Ajegba P.E.
Director

DATE: June 11, 2021

TO: Patrick J. McCarthy, Director
Bureau of Finance and Administration

FROM: Bradley C. Wieferich, Director
Bureau of Development

SUBJECT: Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer Estimate

Letting Date: June 4, 2021

Project Description: 1.10 mi of hot mix asphalt crushing, shaping and resurfacing, trench widening, drainage and pavement markings on Range Road from Griswold Road to Lapeer Road, St. Clair County.

Project Number: 77000-203066

Item Number: 2106 034

Low Bidder: M. L. Chartier Excavating, Inc.

Eng. Est: \$845,298.05 Low Bid: \$939,372.87 Difference: \$94,074.82 Percent: 11.13

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$ 845,298.05
M. L. Chartier Excavating, Inc.	\$ 939,372.87
Raymond Excavating Company	\$ 954,565.41
Superior Contracting Group L.L.C.	\$ 990,059.00
Boddy Construction Company, Inc.	\$ 991,761.12
Blaze Contracting, Inc.	\$1,054,513.00

EXPLANATION FOR DIFFERENCES

The low bidder had unit prices that varied from the normal range. The main items found to be bid higher than the engineer's estimate were trenching, concrete culvert and hot mix asphalt approach. Trenching is to be performed over a varying width of three to nine feet wide, which creates low production and more labor-intensive work. In addition, the depth of the concrete culvert placement and asphalt approach at a railroad causes more costly construction methods and increased railroad coordination, causing these pay items to be bid higher than estimated. The local agency estimator considered several factors when estimating this project but was unable to precisely predict the unit prices.

OVERALL CONCLUSION

As indicated in the above analysis, the low bid is over the engineer's estimate because of varying trench widths, depth of culvert placement, and asphalt approach adjacent to a railroad. This project received five bids, ranging from \$939,372.87 to \$1,054,513.00 which varied by 12.26

percent, however the top two bids varied by only 1.62 percent. We believe that rejecting this bid and re-letting this project will not result in lower bids, and the low bid should be considered reasonable, based on the factors discussed.

The Bureau of Development and the St. Clair County Road Commission request that this project be awarded to the low bidder, based on the above conclusion.

Bradley C. Wieferich
Digitally signed by: Bradley C. Wieferich
DN: CN = Bradley C. Wieferich
email = wieferichb@michigan.gov
C = US O = State of Michigan
Date: 2021.06.14 06:27:07 -04'00'

Director, Bureau of Development

cc: J. Cotter	D. Harr	S. Thurman	T. Kratofil	Director Ajegba
V. Lake	R. Welter	L. Strzalka	C. Rademacher	MDOT-eProposal
K. Schuster	J. Hinkle	M. Shulick	C. Tennes	R. Worgess-Carveth
D. Potvin	M. Irish	H. Stinson	H. Hinchcliff	K. Farlin
L. Bretz	C. Masseau	D. Grover	J. Gutting	E. Poole
J. O'Leary	K. Kirkpatrick	T. Sauter	T. Avramenko	R. Levine
J. Garza	R. Ranck	T. Anderson	A. Houska	

BOD:DD:QA:MJI:raw

DATE: June 9, 2021

TO: Patrick J. McCarthy, Director
Bureau of Finance and Administration

FROM: Bradley C. Wieferich, Director
Bureau of Development

SUBJECT: Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer Estimate

Letting Date: June 4, 2021

Project Description: 2.07 mi of hot mix asphalt cold milling with single course overlay and pavement markings on US-223 from M-52 (Main Street) easterly to Division Street and easterly to west of Ogden Highway in the city of Adrian, Lenawee County.

Project Number: 46062-212388

Item Number: 2106 046

Low Bidder: Gerken Paving, Inc.

Eng. Est: \$527,407.35 Low Bid: \$590,657.52 Difference: \$63,250.17 Percent: 11.99

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$527,407.35
Gerken Paving, Inc.	\$590,657.52
Michigan Paving and Materials Company	\$638,974.60

EXPLANATION FOR DIFFERENCES

The low bidder had unit prices that varied from the normal range. The main items found to be bid higher than the engineer's estimate are the high stress hot mix asphalt and minor traffic devices. The high stress asphalt mix, in small quantities, will be used at intersecting roadways, and the paving operation at the intersections must be completed at night. The small quantities and night hours for construction operation caused the hot mix asphalt high stress, and minor traffic devices to be bid higher than estimated. The estimator considered several factors when estimating this project but was unable to precisely predict the unit prices.

OVERALL CONCLUSION

As indicated in the above analysis, the low bid is over the engineer's estimate due to low volume quantities of asphalt that must be placed during night hours. This project received two bids of \$590,657.52 and \$638,974.60 which varied by 8.18 percent. We believe that rejecting this bid and re-letting this project will not result in lower bids, and the low bid should be considered reasonable based on the factors discussed.

The Bureau of Development and the Jackson Transportation Service Center request that this project be awarded to the low bidder, based on the above conclusion.

**Bradley C.
Wieferich**

Digitally signed by: Bradley C.
Wieferich
DN: CN = Bradley C. Wieferich
email = wieferichb@michigan.gov
C = US O = State of Michigan
Date: 2021.06.10 07:22:24 -04'00'

Director, Bureau of Development

cc: J. Cotter	D. Harr	S. Thurman	T. Kratofil	Director Ajegba
V. Lake	R. Welter	L. Strzalka	C. Rademacher	MDOT-eProposal
K. Schuster	J. Hinkle	M. Shulick	C. Tennes	R. Worgess-Carveth
D. Potvin	M. Irish	H. Stinson	H. Hinchcliff	K. Farlin
L. Bretz	C. Masseau	D. Grover	J. Gutting	E. Poole
J. O'Leary	K. Kirkpatrick	T. Sauter	T. Avramenko	K. Wallace
J. Pittman	E. Chelotti	D. Parker	J. Fossitt	A. Houska

BOD:DD:QA:MJI:raw

DATE: June 11, 2021

TO: Patrick J. McCarthy, Director
Bureau of Finance and Administration

FROM: Bradley C. Wieferich, Director
Bureau of Development

SUBJECT: Justification Memo for Bid Acceptance in Excess of 10 Percent of Engineer Estimate

Letting Date: June 4, 2021

Project Description: 0.43 mi of hot mix asphalt shared-use path and concrete sidewalks along the southside of the Red Cedar River from Farm Lane to Bogue Street and Harrison Road to Birch Road in the city of East Lansing, Ingham County.

Project Number: 33000-200617

Item Number: 2106 053

Low Bidder: Hoffman Bros., Inc.

Eng. Est: \$494,723.26 Low Bid: \$548,452.42 Difference: \$53,729.16 Percent: 10.86

The following shows the engineer's estimate and the proposed bids received for this project:

Engineer's Estimate	\$494,723.26
Hoffman Bros., Inc.	\$548,452.42
C & D Hughes, Inc.	\$630,562.47
Kamminga & Roodvoets, Inc.	\$692,423.79

EXPLANATION FOR DIFFERENCES

The low bidder had unit prices that varied from the normal range. The main items found to be bid higher than the engineer's estimate are the direct burial cable (DB cable) and minor traffic devices. This project is adjacent to Michigan State University (MSU) property. Coordination must be provided between construction of the two shared-use path sections and campus traffic (student and sports activities) causing the minor traffic devices to be bid higher than estimated. In addition, the type of DB cable is a unique item required by MSU, increasing the price for this item to be bid higher than estimated. The local agency estimator considered several factors when estimating this project but was unable to precisely predict the unit prices.

OVERALL CONCLUSION

As indicated in the above analysis, the low bid is over the engineer's estimate because of the coordination with MSU and the type of DB cable they require. This project received three bids ranging from \$548,452.42 to \$692,423.79 which varied by 26.25 percent. The two lowest bids varied by only 14.97 percent. We believe that rejecting this bid and re-letting this project will not result in lower bids, and the low bid should be considered reasonable, based on the factors

discussed.

The Bureau of Development and the city of East Lansing request that this project be awarded to the low bidder, based on the above conclusion.

Bradley C. Wieferich
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Director, Bureau of Development

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L. Bretz	C. Masseau	D. Grover	J. Gutting	E. Poole
J. O'Leary	K. Kirkpatrick	T. Sauter	T. Avramenko	P. Blazo
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